THE EVENING TELEGRAPH.

PRICE TWO CENTS.] PHILADELPHIA, THURSDAY, JULY 21, 1864. [PRICE TWO CENTS.

FOURTH EDITION.

GLORIOUS NEWS!

Splendid Victory in the Shenandoah Valley.

AVERILL DEFEATS EARLY.

REBEL GENERAL LILLY CAPTURED

THE REBEL LOSS OVER 500

FOUR GUNS TAKEN.

Special to The Evening Telegraph.

WASHINGTON, July 21.

The *Star* says a despatch from General Hunter reports the following just received from General Averill:—

"NEAR WINCHESTER, July 20.—Breckinridge divided his force at Berryville last night, sending Early to Winchester and taking another division towards Millwood.

"I attacked and defeated Early in front of Winchester to-day, killing and wounding over three hundred of his officers and men, capturing four cannon, several hundred small arms, and about two hundred prisoners. General Lilly is seriously wounded and in our hands; Colonel Board, 58th Virginia, killed. Cannon and prisoners have been sent to Martinsburg.

"The enemy's loss in officers is heavy. Prisoners admit their force to have been 5,800. The commands of Jackson and Imboden, which were present, are not included in the mentioned strength."

Averill's Victory.

General Averill telegraphs that he has captured four pieces of artillery from Early's rearguard.

The Latest Peace Mission.

There is considerable discussion going on concerning the recent visit of Colonel Jaques and Edmund Kirk to Richmond, although the latter gentleman was only the *compagnon de voyage* of the Colonel.

The disinguished hospitality which was extended at the Spottswood House, is considered indicative of very little starvation in Richmond, if the story be true.

Jeff. Davis and his prime ministers are represented to be in jubilant spirits over the prospects of the Confederacy, and express themselves as more able than ever to whip the north. It is evident that, while thus thinking, no thoughts of peace will receive any consideration from them.

It must be borne in mind that this visit had no political signification whatever, and the Confederate authorities did not regard it as such; it was nothing more nor less than a friendly talk between Jefferson Davis and Colonel Jaques, the latter of whom has some original ideas in reference to an ultimate peace between the two sections of our country being effected by certain religious influences. The Colonel's account of this visit is anxiously awaited.

FROM GEN. SHERMAN'S ARMY

The Attacks of the Enemy Repulsed.

OUR LOSSES SMALL.

WASHINGTON, July 21.—The *National Republican* says:—"The Government has received despatches from General Sherman this morning announcing that the enemy assaulted the Union lines three times yesterday, and were repulsed each time, with little loss to us.

Most of our men fought behind earthworks, and hence our small loss, but the enemy came out of the defences of the city to offer battle, and being more exposed suffered greater loss.

THIRD EDITION.

FROM CHARLESTON.

SHELLING OF THE CITY.

FORT SUMTER BOMBARDED.

Etc., Etc., Etc., Etc., Etc., Etc., Etc.

NEW YORK, July 21.—The steamer *Fulton*, from Hilton Head, with dates to the 17th instant, has arrived.

The Rebel officers have been placed in buildings on Cummings' Point.

Charleston is being vigorously shelled.

Fort Sumter has been subjected to a very heavy fire from Morris Island.

All the troops have returned from the recent expedition.

Refugees report that the Union prisoners in Charleston are treated inhumanly.

The *Fulton* towed the steamer *Keystone* to this port disabled.

The *Pulmotic Herald* gives an account of the recent expedition to John's Island. The Rebels made two previous assaults on our forces, but retired with heavy loss.

It is believed that Rebel troops have been withdrawn from either Johnston or Lee, to the number of ten thousand, to defend Charleston.

THE GUERILLAS IN MISSOURI.

ST. JOSEPH, July 20.—Thornton's guerillas, nearly 500 strong, were in Carroll county to-day, and will probably make an effort to cross the Missouri river. General Fiske is pressing them hard; but his force is insufficient to effect much. The loyalists are flocking to his standard, however, and North Missouri will soon be a hot place for bushwhackers.

Advices from Chillicothe state that Thornton was twenty miles south of there this morning. He told his men he was going to Howard county; but it is believed that he will try to cross the Missouri river and get south.

A scout sent south from here, reports some 300 guerillas near Bloomington. General Fiske's appeal is being rapidly responded to.

FROM MEMPHIS.

CAIRO, July 20.—The steamer *City of Alton*, from Memphis, has arrived, with fifty bales of cotton for St. Louis. The Memphis papers contain no additional details from General A. J. Smith's expedition.

Recruiting in the Rebel States.

ALBANY, July 21.—Governor Seymour will not appoint State Agents to recruit men in the Rebel States. The cities or counties can do so, the State authorities giving them the facilities directed by Congress.

EXTRA!

FIFTH EDITION!

CROOK'S VICTORY.

ARRIVAL OF PRISONERS.

WHAT THEY SAY.

REBEL PLUNDER TRAIN DESTROYED.

Large Number of the Rebel Stragglers Captured.

Special to The Evening Telegraph.

WASHINGTON, July 21.

Last night eighty-one Rebel prisoners arrived here from Sandy Hook, Md., having been sent here by order of Brigadier-General Howe, under guard of Company I, 1st Maryland, Potomac Home Brigade, commanded by Lieutenant Cobb. These prisoners state that they were in charge of the invading plunder trains, and were overtaken near Snicker's Gap by a portion of our pursuing forces under General Crook.

A brisk fight took place on Monday, which continued with much fury for some time, but a rain guard finding it impossible to save the train, destroyed it by fire, and retreated, leaving the teamsters and others at the mercy of our forces.

A despatch from Harrisburg states that we captured over three hundred wagons, heavily laden with grain; but by this statement it would appear that the Rebels burned the train.

These prisoners were mostly detached from their command, and at the time of their capture were acting as teamsters. Many of them expressed satisfaction at being captured, and while at Colonel Ingraham's office last night quite a number of them asked permission to take the oath.

A letter received in this city by an officer from Sandy Hook, Maryland, states that many straggelers from the retreating invading force come in to that place daily and surrender themselves. The men are completely worn out by rapid marching, and numbers of them are shoeless, with their clothing torn into shreds.

FROM THE ARMY OF THE POTOMAC.

A CONFERENCE WITH JEFF. DAVIS—RETURN OF THE CONFEREES.

GENERAL BUTLER'S HEADQUARTERS, Monday July 18, 9 P. M.—Edmund Kirk, author of "Among the Pines," and Colonel James F. Jaques, 73d Illinois, have just returned here from a visit to Richmond and a conference with Jeff. Davis and the Rebel Secretary of War, Benjamin.

It was known to a few that they had passed into the Rebel lines, and great anxiety has been felt for their safe return.

The nature of their mission is unknown, but it is thought to have some political importance.

Whatever it was, the manner of procedure has been unique, and the result seems to be very satisfactory to themselves. It is not probable that they were authorized envoys of the Government with authority to propose any terms of peace, but simply individuals permitted by the Government to pass through our lines.

At any rate, they were well received and well treated, and permitted to stop at the leading hotel.

THE ORDER DIRECTING GENERAL BUTLER TO RETAIN HIS COMMAND.

The following extracts from Special Order No. 61, issued last evening by Lieutenant-General Grant, bear directly upon this point:—

III. Paragraph one of General Orders No. 225, Adjutant General's office, current date, Washington, July 7, 1864, is hereby suspended, and the following assignments to the command of corps announced until permanent arrangements are made by the President.

Brigadier-General B. H. Martindale is temporarily assigned to the command of the 5th Army Corps.

Brigadier-General H. D. Terry is temporarily assigned to the command of the 10th Army Corps.

By command of Lieutenant-General GRANT.

E. S. PARKER, Assistant Adjutant-General.

GENERAL TERRY.

General Terry's assignment to the command of the 10th Army Corps, will be a source of satisfaction to its numerous friends both in and out of the army. It was General Terry who organized the 10th at Gloucester Point in the early part of May of this year, when it joined General Butler's Department, and became a part of this campaign.

For his noble work in this respect General Terry received the hearty thanks of Major-General Gillmore, who did not accede to the command of the corps until it reached its present headquarters. General Terry is a cool, earnest, and most energetic soldier and the President, if in every way compatible, could do no better than to continue him in command of a body of troops his energy and sagacity have done so much to organize and build up.

RAIN.

July 19, 9 A. M.—We are now experiencing the refreshing influence of a steady rain, which commenced falling about seven o'clock, with good promise of continuing during the day.

The Ninth Corps.

A REBEL PLAN PRESENTED BY DESERTERS.

NINTH ARMY CORPS, BEFORE PETERSBURG, Va., July 19—A. M.—On Sunday night an attack was expected from the enemy upon our front, and our preparations were made to meet it. It did not come, however, and on the day following it was ascertained through deserters that the fight has missed fire, but the order to attack was countermanded, as it was feared that he now had had been discovered by deserters who came to us on the same day.

These desertions are now very frequent. The following will illustrate how one "Reb" came in during the day he called out from his picket post: "Hey, Yank, what you got to eat over there?" Now it happened to be a day when the Sanitary Commission had just distributed a mis-cellaneous supply of vegetables, and accordingly "Yank" had quite a list of good things to enumerate.

At the conclusion of it, "Johnny" exclaimed, with a smack of his lips, "Golly, that's better than our corn meal." Then, he asked, "Do you get any whisky?" to which came the answer, "Plenty—two rations a day." A pause of a few minutes ensued, and then Johnny, who had apparently been considering over the matter, called across "Well, Yank, guess I'll come over and see you to-night," and so he did.

EFFECTS OF A SHELL.

Yesterday one of our shells exploded in a house just within the Rebel lines, and on the outskirts of the city. The building took fire and was consumed in full view of our intrenchments. Several unusually loud explosions have been heard recently in the Rebel lines, and it is supposed that some of our shells struck the magazines or ammunition chests.

The Eighteenth Corps.

THE REBEL WORKS NORTH OF PETERSBURG SHELLED.

HEADQUARTERS, EIGHTEENTH ARMY CORPS, in the Field, July 18.—The usual quiet was most unexpectedly broken to-day by the sudden opening on the Rebels of a 13-inch mortar. This piece had been brought out and placed in position with much labor and difficulty, but its success on this its first trial amply repays all trouble of transportation. In three discharges the range of the Rebel works on the opposite side of the Appomattox was obtained, and parapets, earthworks, and citizens, were dashed out of all shape by the two hundred pounds of iron tearing through them.

FROM BALTIMORE TO-DAY.

General Crook's Victory—Trains for Wheeling—General Sigel, &c.

Special Despatch to The Evening Telegraph.

BALTIMORE, July 21.—There was great activity all last night in the United States Medical Purveyor's Department here. This would indicate that a battle had been fought, probably at Snicker's Gap, or that one was soon expected.

The Baltimore and Ohio Railroad trains commenced running through to Wheeling this morning.

General Sigel continues at the Eutaw House.

PEACE NEGOTIATIONS.

Rebel Propositions to Return to the Union.—The Rebel Terms and Conditions.—The Union Conditions and Terms.—Semi-Official Interview Between Confederate Commissioners and Mr. Greeley.—How it Originated and Terminated.—Still Further on the Matter.—An Independent Commissioner to Richmond.—Rev. Colonel Jaques has an Interview with Jeff. Davis.—What he Tells and what he Withholds.

The following important despatch from Niagara Falls to the Rochester *Democrat*, was telegraphed to a private party in New York last evening. We do not vouch for its accuracy:—

NIAGARA FALLS, July 20.—Two weeks ago, Gen. N. Sanders, C. C. Clay, of Alabama; Jacob Thompson, of Mississippi; and J. P. Holcomb, of Virginia, arrived at the Clifton House, just across the river from this place. Their arrival was duly announced in the public press, and the object of their mission was understood to be to consult with the Democratic leaders of the North in reference to the Chicago Convention.

Results proved, however, that they had a double purpose in view, which was first developed to Horace Greeley by George N. Sanders, who wrote to Mr. Greeley, stating that Messrs. Clay, Thompson, and Holcomb were duly recognized Commissioners of the Confederate Government, and desired to know what terms could be made for terminating the war between the two sections.

He added, however, that these Commissioners were not specially authorized to negotiate for a cessation of hostilities or a restoration of the Union, but that they would like to have an informal conference with such persons as the United States Government might indicate to meet them.

These facts having been presented to Mr. Lincoln, he requested Mr. Greeley to act in the matter as he thought advisable under the peculiar circumstances, and stated that he (Mr. Lincoln) should at any time be pleased to receive propositions from those who had been in arms against the Government for a return to their allegiance and duty as citizens of the Union.

He also stated that he should be pleased to see the Union restored upon any terms consistent with the present and future safety, welfare, and honor of the Government. Mr. Greeley having settled all preliminaries with Mr. Lincoln, proceeded to this place, reaching here last Monday morning, and took up quarters at the International Hotel.

A correspondence was at once opened with the commissioners, and as a final result, they made the following propositions, and gave it as their opinion that the Richmond Government would approve and ratify the same. The restoration of the Union in *statu quo* upon this basis:—

First. All negroes which have been actually freed by the war, to be secured in such freedom.

Second. All negroes at present held as slaves to remain so.

Third. The war debt of both parties to be paid by the United States.

Fourth. The old doctrine of State rights to be recognized in reconstructing the Union.

This proposition was laid before Mr. Lincoln by Mr. Greeley. The President at once telegraphed to Mr. Greeley the terms upon which he would propose a settlement and reconstruction, to wit:—

The full and complete restoration of the Union in all its territorial integrity; the abandonment of slavery by the seceded States, under conditions which should, while respecting the property-rights of all loyal men, afford ample security against another war for the interest of slavery.

After considerable correspondence between the parties, it was concluded to refer the whole matter back to the two Governments for reconsideration. All negotiations having been terminated, Mr. Greeley, in company with Mr. Hay, Private Secretary of Mr. Lincoln, called upon the commissioners at the Clifton House, on the Canada side, where a protracted and pleasant interview was held, and the various questions under consideration were discussed at length.

Mr. Greeley left the Falls for New York on this afternoon's train. It is understood that the commissioners with Sanders and Jewett, who are both, are to remain and carry on negotiations with the Democratic leaders to be prepared for the Chicago Convention, in which the commissioners will hold out strong assurances of a restoration of the Union under Democratic auspices.

The whole movement is regarded by many as a mere scheme to entrap the Administration into a false position before the country and the world, for the benefit of the disunion Democrats.

A MISSION TO RICHMOND.

WASHINGTON, Wednesday, July 20.—An individual, fresh from Richmond, not as a released prisoner, but an honored guest, entertained three days in the capital of the Southern Confederacy, feasted by Jeff. Davis, Benjamin, and their compeers, having around him the romance and the mystery of an unknown mission, and knowing the secrets of the Rebel prison-house, is *rara avis* enough to make a sensation even amid the leaden and languid heat of a Washington summer's day. Such a personage, bringing with him all the experiences enumerated, arrived here to-day direct from Richmond by way of General Grant's headquarters.

His name is Colonel James F. Jaques, of the 73d Illinois Volunteers, Colonel, but parson also, being a minister of the Methodist Episcopal Church. Though neither envoy nor ambassador, Colonel Jaques had a mission of his own, clothed with no authority to speak for either President or Government, he appears to have had authority enough of one kind to command a hearing from the principalities and powers that sit in Richmond; in fine, without being a plenipotentiary, he seems to be endowed with a certain species of power behind the throne that caused him to be attentively listened to and kindly treated by the chiefs of the Rebellion.

Of the real object and end of Colonel Jaques' mission, I am requested by himself not now to speak. It is perfectly proper to state, however, that it is in no respect official in its character, and that he had no warranty whatsoever to enter into any negotiations between this Government and the Rebel authorities. Any statement that would convey a different impression is false.

Secondly, it may be stated that though Colonel Jaques' mission contemplates results of the highest importance; these results are ulterior rather than immediate. Finally, it is warrantable to say that though his mission was one of peace, it was not a peace mission. Colonel Jaques belongs to the church militant, and believes most heartily in dealing the Rebellion what "Hudibras" calls "apostolic blows and knocks." Yet he has faith that the time will come, and is rapidly coming, when an agency of reconciliation, which he believes to be of immense power, can be used.

Animated by this sentiment, he succeeded in so impressing his views upon Mr. Lincoln that the President, without according him the smallest official recognition or authority, was willing, believing his piety of purpose, to let him should try the experiment of a visit to Richmond. Accordingly, he gave him a personal recommendation to General Grant to pass him through the lines, or otherwise forward his views.

Thus aided, Colonel Jaques, accompanied by Mr. Edward Kirke, made his way from General Grant's headquarters by the north side of the James river, and passing the Rebel lines, reached the Confederate capital. Here they remained for three days—Saturday, Sunday, and Monday last. While in Richmond, Colonel Jaques, at his own request, was placed under guard; but he had the entire freedom of the city, and put up during his visit at the Spottswood House, the "Fifth" hotel of Richmond.

The Colonel, during his three days' stay, visited the various Confederate authorities, as well as the prisons and hospitals in which our captives and wounded are confined. He had two prolonged interviews with President Davis in his office in the Custom House; and although the nature and subject matter of the conversations between himself and the Rebel President are not proper for present publication, yet it is understood that Colonel Jaques met with considerable success in impressing his views upon Mr. Davis. When taking his leave, Davis took the Colonel's hand in both his, shook it warmly and cordially, and stated that, leaving out of view the present struggle, he had the highest respect for his character and aims.

The Colonel, while a guest at the Spottswood House, fared sumptuously, being fed on chickens, turkey, mutton, and all the viands of a well-appointed hotel, and entertained with fine brandies and costly wines. His bill would have amounted to more than $500 in Confederate money, but he found it impossible to induce his entertainers to accept any return for the hospitality he had received.

Colonel Jaques also had interviews with Mr. Benjamin, Secretary of State; Mr. Ould, Commissioner of Exchange; and other Confederate dignitaries and authorities.

The Colonel was permitted to visit the Libby and Belle Isle Prisons, and reports that he was agreeably disappointed by the comparatively comfortable condition in which he found our Union captives therein confined. The wounded also, though only the more desperate case are retained in the hospitals of Richmond, he found as well cared for as could be expected.

The streets of Richmond are almost deserted, few others being seen than soldiers, women, negroes, and cripples. Many of the stores, however, remain open, and there is some business activity.

Colonel Jaques describes Jeff. Davis as hale and hearty in appearance, his health being much better latterly than it had been; and though thin in the second person, the tough and wiry constitution of the Rebel chieftain presents a likelihood of his giving out during the natural life of the Rebellion.

Extraordinary though Colonel Jaques' story, his mission, and all belonging thereto may appear, there can be no doubt whatever of his thorough honesty; and with this quality he appears to be credited both by our own and the Rebel authorities. Of his wisdom there may possibly be more question.—*N. Y. Times.*

TO-DAY'S WASHINGTON NEWS.

Special Despatches to Evening Telegraph.

WASHINGTON, July 21.

Rebel News.

Richmond papers of the 18th are at hand, but are filled almost exclusively with extracts from Northern papers about the Maryland raid and express doubts as to the capture of Washington.

Our Prisoners at Richmond.

Several escaped prisoners from Richmond, belonging to Massachusetts regiments, reached here to-day. They say that most of the prisoners captured from Grant are in Richmond. They bring no news.

New Postal Changes.

It is officially announced that hereafter the United States postage charge, without regard to distance, on letters addressed to or received from the British West Indies, Cuba, Aspinwall, Panama, or any other foreign place or country, to and from which different rates of postage have not been established by international postal convention or arrangement, will be ten cents the single rate of half an ounce or under, which must be prepaid on letters sent and collected, or letters received.

Also, that the United States postage charge on newspapers and other printed matter sent to or received from the countries and places referred to, will in future be as follows: On newspapers, 2 cents each; and the established domestic rates on pamphlets, periodicals, and other articles of printed matter, which must in like manner be prepaid on matter sent and collected, or matter received.

In future the international postage charge upon all letters passing between the province of New Brunswick and any part of the United States, without regard to distance or route of conveyance, will be ten cents the single rate of half an ounce, or under, prepayment optional.

Department of West Virginia.

The difficulty which induced General Hunter to ask to be relieved from the command of the Department of West Virginia, has been happily solved, and he will continue in his position. Brigadier-General Crook has been appointed a Major-General on General Hunter's very earnest recommendation. Between the columns of Hunter and Wright, it is believed that little of the Maryland plunder will ever reach the Richmond railroads. There was but little in the way of food or stock to be stolen in Maryland, and what little there was the Rebels was in too great a hurry to collect systematically. Many well informed people think Early's men will be hungry before they reach Richmond.

The Number of Our Sick.

There are now about fifteen thousand sick and wounded soldiers in the various hospitals in this Department. The total number of patients in all the military hospitals throughout the country is a cut ninety thousand. In the camp hospitals it is estimated there are about fifty thousand, making a total of one hundred and forty thousand so disabled as partiated for service.

The disease most prevalent now in the army is diarrhœa and dysentery. The Washington hospitals are being cleared of the slightly wounded and convalescents, who will be sent North immediately. Every bed that can possibly be vacated will become so before the end of the week.

Commissioner of Immigration.

Brigadier General James Bowen, of New York, arrived here last evening. To-day he has been in consultation with the Secretary of State relative to his appointment to the Commissionership of Immigration created by a recent act of Congress. It is not positively known whether he will accept the position or not.

From Bermuda.

NEW YORK, July 21.—Bermuda papers to the 16th instant received here furnish but little news.

From the 4th to the 14th instant five steamers arrived there from Wilmington, N. C., with an aggregate of 3000 bales of cotton and a large quantity of tobacco. Three steamers cleared on the 7th for Wilmington.

The steamer *Little Hattie* had returned in distress from being chased by a Federal gunboat.

Fire at Cleveland.

CLEVELAND, Ohio, July 21.—The repair shop of the Cleveland and Pittsburg Railroad was burned to-day. The loss amounted to $30,000.

Markets by Telegraph.

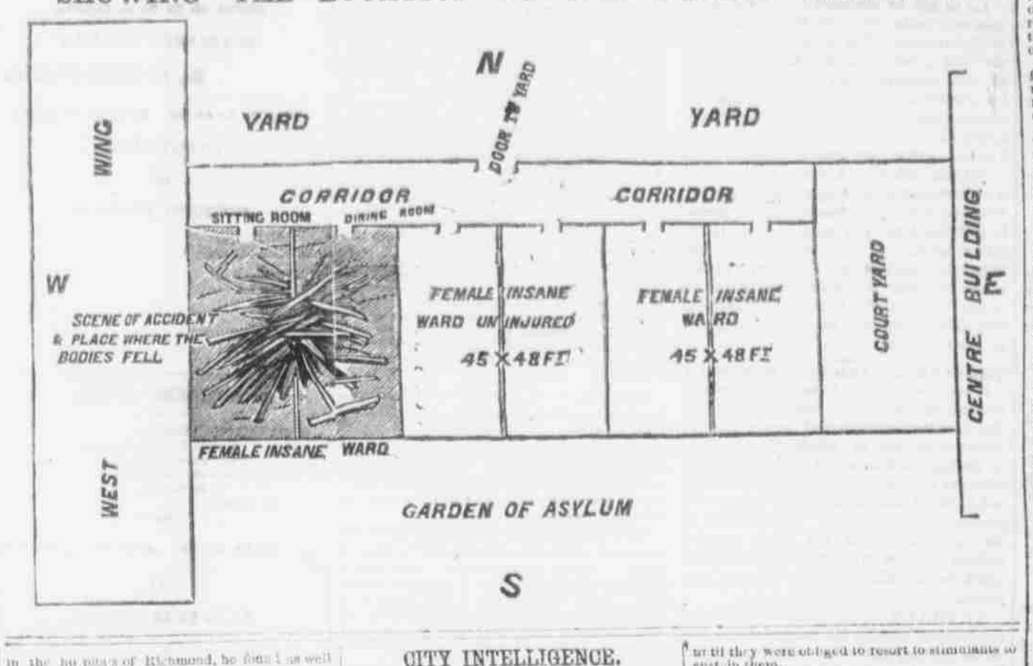
NEW YORK, July 21.—Flour has declined 25c sales of 9000 bbls, at $9 50@10 for State; $10 30@12 for Ohio, and $10 60@11 75 for southern. Wheat declined 1@2c; sales 96,000 bush, at $2 30@2 40 for Chicago spring; $2 40@2 45 for Milwaukee club; $2 45@2 50 for amber winter. Corn quiet; sales 46,000 bush, at $1 52@1 53 for new Western mixed. Pork heavy at $39@40. Lard firm at 19c for prime. Whisky dull at $1 54@1 55. Receipts 8,000 bbls. Shipments of Flour 27,000 bbls; Wheat 10,000 bush; Corn 30,000 bush.

BALTIMORE, July 21.—Flour quiet; sales of 2000 barrels at $12 75@13 Kentucky white; now Scarce and very firm. Corn dull and drooping. Whisky dull and nominal at 87@90. Groceries dull and unsettled.

Stocks lower. Chicago and Rock Island, 107¾; Illinois Central, 118. Cumberland preferred, 80; Reading, 1.8; Cumberland Bonds, 73; Michigan Southern, 87½; New York Central, 121½; Reading, 119¾; Hudson River, 107½; Erie, 85½; Old, 85½; Ohio Five Twenties, 103½; Treasury 7-3 0s, 104½; Five-Twenties, Coupons, 103½.

GROUND PLAN OF BLOCKLEY ALMSHOUSE,

SHOWING THE LOCATION OF THE RECENT DISASTER.



CITY INTELLIGENCE.

STATE OF THERMOMETER TO DAY.—8½ A. M., 75½. Noon, 79½. One P. M., 75½. Wind, North.

ALMSHOUSE CATASTROPHE.

CAUSE OF THE ACCIDENT.

THE SCENE THIS MORNING.

LIST OF KILLED, WOUNDED AND MISSING.

CORONER'S INQUEST.

Etc., Etc., Etc., Etc., Etc.

We published in THE TELEGRAPH of yesterday a full and graphic account of the appalling catastrophe at the Insane Department of the Blockley Almshouse, by which some forty maniacs were either killed outright or so terribly mangled that in many cases their recovery is a matter of considerable doubt.

The Cause of the Accident.

We then stated, was owing to the fact that the first pier, or the one supporting the first floor of the building, together with the arch, had given way, and that no support being left for the piers alone, the second and third floors of the department fell in, carrying with them the inmates, who were either seated or moving to and fro upon them.

At a meeting of the Guardians of the Poor, held yesterday afternoon, a statement in reference to the accident was made by the builder, Mr. John Sourderling, who had charge of the work of introducing heaters into the Asylum.

The substance of the statement is incorporated in the following

Report of the Committee.

On the 20th instant, at about six o'clock A. M., an occurrence took place at the western end of the Insane Department buildings, involving loss of life and injury to a number of the insane inmates.

It appears that a chimney-stack had been originally erected, extending with its supports from the ground to above the roof. In making alterations, some thirteen years since, the arch and piers on which the stack was built were removed, except about four inches of a division-wall on each side, remaining under the middle of each side of the chimney. On this slight support the stack rested until the present time. Workmen are now at work in preparing for heating and ventilation of the building, and yesterday afternoon were working in the cellar under the stack, in keying up and supporting another arch near the stack, and also in building a foundation for a pier to support the stack that has fallen. No thing had been recently removed that tended to support the stack.

The casualty appears to the committee to have resulted mainly, if not wholly, from the cutting out of the passage through the cellar arches for the introduction of the boilers and heating pipes. In the cutting of this passage, some years ago due regard had not been paid to the situation of the parts of the building immediately over the passage, and the chimney stacks thereby lost nearly all their support.

From an examination of the workmen it does not appear that there was any indication of danger when they quit work yesterday afternoon, or any change in the appearance of the chimneys or floors. The report was accepted.

Mr. Woodward moved that the Committee on Out-wards and the Committee on Insane Department prepare a minute of the facts relative to the accidents, for insertion on the minutes of the Board. Agreed to.

On motion of Mr. Woodward, a vote of thanks was then tendered to the officials of the house, who had used so many exertions in alleviating the pains of the wounded; to Mayor Henry, and the police sent by him to assist in restoring order, and to all who had assisted in alleviating the terrors of the calamity.

Scene this Morning.

This morning scores of the relatives and acquaintances of those supposed to be killed or wounded by the terrible accident of yesterday, presented themselves at the Almshouse for the purpose of learning the whereabouts of those whose names were either contained in the published list of yesterday, or whose remains had not yet been recovered from the ruins.

In nearly all these cases, in search as five hours yet remain unrecognized, such persons were admitted, and the grief displayed when the dead and mangled body of a friend or relative was recovered is beyond description. No efforts have been taken from the remains since yesterday, and it is the opinion of the Committee that the appended list gives a correct idea of the loss by the accident.

List of Killed, Wounded, and Missing.

KILLED.

Margaret Dennen,	Sophia Ellinger,
Ellen Mitchell,	Ann Reynolds,
Susan Owens,	Christiana Allison,
Andrew J. Noble,	Edward Morris,
Ann Galbraith,	Ellen Murray.

Five persons, also dead, are not yet recognized.

Missing.

and presumed to be the names of those yet unrecognized:—

Catherine McManus,	Mary Ann Starrs,
Catherine May,	Rose Hampton.
Ann H. Prechtle,	

Wounded.

Mary McCarley, slightly; Catherine Cumiskey, seriously; Rebecca Fielding, seriously; Ann Mecklinoce, slightly; Sarah Rodriguez, slightly; Mary Dougherty, slightly; Sarah Devine, seriously; Adelaide Peaslee, seriously; Catharine Bean, seriously; Matilda White, seriously; Ann Rainey, slightly; Ann Sloan, severely; Margaret Hart, slightly; Isabella Burns, seriously; Ann Coleman, seriously; Maudine Bonsanger, seriously.

Mrs. Rice, the nurse, is not dead, as was first reported, and though at present suffering no very severe internal injury, she is very much prostrated. She was on the third story floor at the time of the accident, and was precipitated through to the first floor. How she escaped with her life is a great miracle.

The Nurses.

Mrs. Ackley, Mrs. Pratt, Mrs. McDonald, Mrs. Rogers, Miss Griffith, Mrs. Rice, Mrs. Williams, and Miss Chapman, and of the male nurses, Mr. Hill, Mr. Matlock, and Mr. Weller, labored with unremitting zeal in rescuing the wounded from the mass of ruins which covered them. Their control over the patients was never evinced in a more remarkable degree than during the trying circumstances of yesterday. All of them worked until they were obliged to resort to stimulants to sustain them.

The Medical Attendance.

Drs. Wallace, Pryor, Muller, McClure, Borden, Woods, and McCoy, (of the Insane Department), physicians of the hospital, were in attendance throughout the entire day, and by their skill, greatly alleviated the condition of the sufferers.

Dr. S. W. Butler, the resident physician of the house, and Dr. J. Lowe, Jr., consulting surgeon, were also instrumental in their particular line of practice in aiding the sufferers.

Condition of the Wounded.

It is thought that most of the wounded will recover in course of time, although from their deranged condition it is difficult to tell what internal injuries they have received.

At the Green House.

This morning fifteen bodies were laid out in wooden coffins, awaiting the arrival of the Coroner, previous to their interment. The five bodies yet unrecognized will be kept for a few days yet.

The Coroner's Jury

reached the Almshouse this morning at eleven o'clock, and immediately made a tour of inspection of the upper and lower stories of the building. We can give our readers no better idea of the

Condition of the Building

before the accident, and of the great culpability of those persons who made the alteration some thirteen years ago, than to state that the arch and piers on which the block was built were all removed, with the exception of about four inches of a division-wall on each side of the chimney.

On this slight foundation the stack rested up to the time of the accident. From the first floor to the top of the chimney, is a distance of 61 feet. The arches have been cut about 200 feet, and upon these three arches rests the entire weight of the building.

The Coroner's Inquest

was held in the Guardians' room of the Almshouse. The following named persons constituted the jury:—

Charles Rubicon,	James Hutchinson,
William Taggart,	J. R. Gatchel,
Samuel Hains,	Samuel Williamson.

The inquest then commenced as follows:—

Marshal Hennessy, sworn.—He stated that yesterday morning, a few minutes before 6 o'clock, the runner of the institution left word with his clerk, at the storekeeper's, that the building had fallen down. He came to the building and found it in the condition described. He has been with the Institution six years.

He never knew the piers had been cut away. He knew the opening had been cut, however, and that was all. He never understood from any parties connected with the Almshouse that the piers had been cut away.

He could not have told exactly where the opening had been made, unless particular means had been taken to ascertain the fact. Had the accident occurred an hour earlier, all the inmates would have been in their beds.

The contractors of the hospital at the time the alteration was made were Messrs. Birkenstine, Marom, and Trotter. (The present building occupied by the inmates of the Insane Asylum was used as a hospital at that time, in 1851.) The bricklayers were at work at the time of the accident, strengthening the piers.

There was no unusual commotion in the rooms at the time. From what he had seen since, if there had been any unusual commotion, the floors would have sprung.

George Erety, sworn:—Made an arrangement for altering the building for heating purposes in 1863; since the 1st of January of the present year they had been making these preparations; at no time had he been notified of any weakness in the building until the time of the accident; he would have felt himself just as safe in any of the rooms as in the open field.

LOCAL BREVITIES.—Henry B. Joshlin, whose service in the United States Army dates as far back as 1798, died at the Naval Asylum yesterday, in the 84th year of his age. Since January 1, 96,077 barrels of crude, and 121,407 barrels of refined coal oil have been shipped to Philadelphia by the Pennsylvania Railroad. All vessels arriving at this port from Havana and Matanzas are to be quarantined at the Lazaretto, owing to the prevalence of yellow fever at those ports. The ship *Quincy* sailed for Liverpool yesterday, having on board 15,994 bushels of wheat and 4351 barrels of flour. The slaughter-house of Henry Yeager, Chestnut street, below Belgrade, was partially destroyed by fire yesterday afternoon. Two children belonging to a poor woman residing at Chesnut Hill, were bitten a few days since by a mad dog, and died in a few hours after of hydrophobia. The Pennsylvania Central Railroad Company paid over, yesterday, a donation of five thousand dollars to the United States Christian Commission.

HUNDRED DAYS MEN—CAMP CADWALADER.—This extensive establishment for the reception and organization of recruits is now the scene of great activity. The immense influx of hundred days men during the last week, has exhibited the wisdom of the Government in creating and establishing, at whatever cost, a depot where new troops can be at once taken in hand, provided with all the necessaries of military life, and reduced to a state of organization indispensable to their efficiency.

Great trouble has arisen from the acceptance by officers raising companies of boys under the proper age, and unfit for the trials and hardships incident to the military service. Of course, the proper officers cannot, without gross dereliction of duty, pass and muster such youths into the service, to become a mere drag on the officers of the corps to which they may be attached, and a useless expense to the Government, already burdened by so many thousands of helpless beings, who fill its hospitals, and at the same time occupying the accommodations so much needed for those stricken down by wounds or diseases contracted in actual service.

Had the same care that is now exhibited by the military officers at Camp Cadwalader been made the rule in all previous calls for troops, our armies would now be much stronger than they are. The Government would also have saved many millions of dollars, expended in the equipment and support of men who were unfit for duty when enlisted; and who, after remaining for months and years sweeping the quarter and expenses of the army, have finally been discharged without having ever rendered a day's actual service in the field.

Of course, it is very annoying to an officer engaged in raising a company to have one-half of his would-be soldiers thrown out by the inspecting and mustering officers, but in most cases the fault is his own. A proper attention to his duties, as laid down in the regulations for the recruiting service, would have saved him and his rejected men, or boys, the mortification of having his full company of perhaps a hundred persons of all ages, sizes, and physical conditions, reduced to a squad of twenty or thirty men actually fit for service.

The demands of the Government are for *men*—men able to aid in actual field operations—and if any one anxious to become an officer so far forgets his duty to the country as to attempt to pass off cripples here, who would faint under the weight of their arms alone on the first day's march, as proper material for soldiers, he may not feel surprised if officers whose influence in these matters entitles them to judge, and whose sworn duty it is to reject all who are not, in their opinion, able to endure all the fatigues of war, reduce their numbers to such a small squad that they are not counted to be mustered as a company organization.

By taking proper care as to whom they present for muster they will not only save themselves much trouble and useless exertion, but they will materially lessen the labors of the officers in charge of the Government depot.

On arriving at Camp Cadwalader, and entering the service, the men are expected to conform to the rules inbedia ipthe state of establishedi ere; and if at this camp a little rough at first, it is well for all to bear in mind that discipline is necessary to the very existence of an army, and that new recruits have to much to learn, that they cannot commence too soon, or be taught too rapidly.

The term for which the "Hundred Days men" have been enlisted is so short, and the necessity of their being brought into such a state of discipline as will make them efficient, is so great, that every officer is called on by his duty to spare no exertion to bring them in to a condition in which they may render as much service as possible before their term expires. To this end Lieutenant-Colonel Zulick, commanding the camp, Captain A. J. Cohen, Assistant Adjutant-General, and the entire staff of officers attached to the depot are most earnestly bending all their energies. They desire to send to the aid of the Government well organized and efficient regiments, and not mere armed mobs.

We append a list of the officers permanently attached to the Draft Rendezvous at Camp Cadwalader:—

Lieutenant-Colonel S. M. Zulick, Commanding.
Captain A. J. Cohen, Assistant Adjutant-General.
Captain Charles E. Ellms, Aid-de-camp.
Captain J. C. O'Brien, Superintendent of Barracks.
Captain J. C. Devine, Receiving Officer.
Captain William Williams, Assistant Superintendent of Barracks.
Captain Avery, 71st Volunteer Reserve Corps.
Captain Newbery, 71st Volunteer Reserve Corps.
Captain Hillman, 19th Pennsylvania Volunteers.
Captain R. G. Peters, 72d Pennsylvania Volunteers.
Captain Murphy, 6th Pennsylvania Cavalry.
Captain Mercer, 16th Pennsylvania Volunteers.
Captain N. Myers, 116th Pennsylvania Volunteers.
Captain W. S. Rodman, 114th Pennsylvania Volunteers.
Lieutenant J. D. Mercer, Disbursing Officer.
Lieutenant Theodore Snyder, Quartermaster.
Lieutenant Kimball.
Lieutenant J. S. Smith, Commissary of Subsistence.
Lieutenant ——, 3d Cavalry.
Lieutenant E. A. Wood, 116th Pennsylvania Volunteers.
Lieutenant ——, 5th Pennsylvania Volunteers.
Lieutenant M'Cranahan, 1st Cavalry.
Lieutenant John M'Elwain, 49th Pennsylvania Volunteers.
Lieutenant W. Pitner, 17th Cavalry.
Lieutenant James Darling, 3d Artillery.
Lieutenant B. Pfafer, 8th Cavalry.
Lieutenant G. Sutherly, 11th Pennsylvania Volunteers.
Lieutenant Ballinger, 16th Pennsylvania Volunteers.

NEW STEAMERS.—The Independence Engine Company have contracted with the Chapman Brothers, Beach and Marlborough streets, for the construction of another new steam engine, the one just housed by them having been purchased by the Government for the U. S. Arsenal in this city.

At the works of the same firm there are also in course of construction the following new steamers:—

One for Flemington, New Jersey, which is nearly finished, and will be shipped to its destination next week. It is for the use of the authorities of that place.

The Rainbow Company, of Reading, are also having one constructed, and will be finished in about a week. It is built on the same plan as the Good Intent, of this city.

The one building for the Humane Company, of this city, to take the place of their old one, purchased by the Government, will not be completed for several months.

The Water Witch Fire Company, of Delaware, have also contracted with the Chapman Brothers for the construction of a steamer. It speaks well for the skill and workmanship of Philadelphia mechanics when other cities send their orders here to be filled.

FINANCE AND COMMERCE.

PHILADELPHIA STOCK EXCHANGE SALES, JULY 21

Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

BE

Evening Telegraph

A DAILY AFTERNOON NEWSPAPER.

OFFICE No. 108 S. THIRD STREET.

Price Two Cents Per Copy, or Twelve Cents Per Week, payable to the Carrier, and mailed to Subscribers out of the City at Six Dollars Per Annum; One Dollar for Two Months, invariably in advance for the period desired.

Advertisements inserted at the usual rates. A liberal arrangement made for extended insertions.

To Correspondents.

No notice can be taken of Anonymous Communications. Whatever is intended for insertion must be authenticated by the name and address of the writer—not necessarily for publication, but as a guarantee for his good faith. We cannot undertake to return rejected Communications.

To Advertisers.

Owing to the great increase in the Circulation of The Evening Telegraph, compelling us to go to press at an early hour, we earnestly request that advertisements may be handed in as soon as 10 o'clock, if possible, to secure them insertion in all of our editions.

THURSDAY, JULY 21, 1864.

HOW WE THROW OURSELVES AWAY.

When we know that the sun, beating with midsummer intensity on foul gutters and piles of rotting offal, produces noxious vapors laden with the seeds of disease and death; when the terrors of the pestilence-summer, which swept over sister cities like a great shadow, are not yet entirely forgotten, and the anguish and lamentation have not quitted hearts and homes made desolate; when the Fairmount reservoirs are overflowing and the supply of water is amply adequate to all our wants, and we suffer the scavengers to lie idle, and gaze from day to day on filthy streets and smell noisome odors, and with wicked weakness trust to Providence to carry us safely through the summer—we throw ourselves away.

When we know that the solstical beams drive dogs to madness; when we hear of five little children being bitten by one mad brute, and of men shooting reckless canines in the streets; when we see every day lying outstretched in the blazing sunshine, vagabond curs with inflamed eyes and tongues, and meet them prowling about with heads trailing the hot earth; when, in spite of all laws and dog-catchers, we come across one muzzled dog in ten—we throw ourselves away. When we debar ourselves from comforts and gratifications for a whole year, and hoard our surplus funds stingily, that we may rush off with the crowd to summer haunts of folly and dissipation; when we try steadfastly to show people at watering places that we are just exactly as good as they are, and by issuing our orders in gruff tones of dictation, and keeping stiff upper lips and spending money without economic scruples, imagine we are raising a general impression that we are persons of great consequence—we throw ourselves away.

When we distress ourselves to know whether spirits do really turn tables or communicate with mortals, and become perplexed about every insane ism or ology which is spawned by ignorance and assumption; when we devote our funds and prayers and our missionaries to heathen lands, while, in the shadow of our homes and noble temples of learning and art and trade, there is mental and physical degradation and darkness demanding the first and most earnest care of philanthropy—we throw ourselves away.

When a youth spends his school and college days in trying how not to learn his lessons, in shirking his duties, and neglecting a due cultivation of his mental powers; when he conceives it to be very smart to drink liquor, although it chokes and distresses him; and to smoke cigars, although the fumes make him sallow and uncomfortably sick; and to play cards, and to swear a great deal, and brag, and to say impudent things to wiser heads whose gray hairs he should respect; when he devotes several hours a day to inducing premature beard on the face, while unseasonable exhaustion overcomes his frame—when the young man does this, he throws himself away.

A young woman throws herself away when she "finishes," at the juvenile age of eighteen, with a knowledge of enough French to understand Frenchy remarks which silly coxcombs make in that privileged language, and enough Italian to be able to follow an opera and to sing *arias* full of prolonged and trying trills and cadences; when she imagines that coquettish airs and arts will win true hearts, or continue to charm after freshness and vivacity have deserted her; when she strives to be a mere walking mannikin of mantua-makers, and boasts that she never touches a needle or kneads dough.

We throw ourselves away when we act upon the belief that we are placed upon the earth with no higher aims than money-making, and allow our hearts to grow weedy with worldliness; when we trample down and stifle the generous and lofty impulses of our natures, and are contented to be gossips, and slanderers, and toadies; when we accept unhesitatingly the opinions of others, and are too cowardly to express our own; when we grow unmindful of the blessings and joys of life, and become sullen grumblers and hypochondriacs; when we distrust our fellow-creatures, and put them all down as knaves and traitors; in fine, whenever we forget what we are, why we are, and whither we are going, we incontinently throw ourselves away.

RADICALISM.

Nothing is more futile than an attempt to affix a stigma by the application of an epithet. Fool looks down with imperturbable, sphinx-like countenance, upon the efforts of such a dolce. Nonsense must abide the test of truthfulness, not that of specious applicability. Those truths, which should be so obvious, have frequently recurred to us when reflecting upon the attempts of disloyalists to stigmatize as Radicals all whose views are favorable to the stringency of measures for the suppression of the rebellion.

Youths of former years, fresh from their Alma Mater; men whose social habits unfit them for the pecuniary risks incident to active business life, and decayed politicians, whose opinions can be bought and sold like goods at the auction mart, are all to be found among the reportorial professions as now constituted. With them a few oysters and a glass or two of some alcoholic stimulant is sufficient inducement for an extended personal puff in the columns of the newspaper to which they may be attached; a twenty-five cent excursion up or down the river or over a railroad, is followed by a stiff notice commendatory of this or that particular line of travel; while on some great parade day, when the great *little* man who acts as marshal upon the occasion, so rides a great white horse, and who is decorated, like a fatted calf with the gorgeous insignia of his office, "snubs" you. When applying for some information necessary to a correct description of the scene, these same truckling knaves tell in print of the "courteous" marshal, &c., and then go on to say how, through his untiring exertions, the occasion was a decided success, when in fact the fellow's cross and irritable nature was the sole cause why mismanagement and confusion characterized the entire display. These are the men who reduce the profession to a mere placayune standard, and who cast obloquy and disgrace upon the profession of a reporter.

It is but natural that men who cease to entertain any respect for themselves should forfeit the good opinion of others. When reporters forget how powerful in accomplishing the mightiest of human results is the weapon they daily wield in their profession, then they but pander to the passions and vanities of men, and in course of time become as degraded as the creatures they seek to elevate to a false notoriety. The profession of a reporter has a money as well as a social value, and why their calling is generally not more profitable to them as also to the publishers of newspapers, is because, by their own acts they render themselves too cheap to the public as well as to their employers. It may appear a very easy matter for a reporter to sit down and scribble off a paragraph, but this to be creditably executed requires years of patient labor and close observance. It is the result of brain work alone, and as brains cannot be purchased but at a very dear price, so the product of them should not be disposed of too cheaply.

The public should be taught to *respect* the reporters for the press, if nothing else is gained for them. Only a short time since, when President Lincoln made his visit to the Great Central Fair, some of the members of the Committee sought to cast disrespect upon the press representatives by crowding them into a little room, there to await the arrival of their distinguished guest. The reporters, preferring to be placed upon an equal footing with other far less important of the invited guests, who had special tickets of admission furnished them, refused to be treated like cattle, and taking the chances, a business hat reporters and all other persons are so apt at, possessed the motives in a body with the others. And yet when, some ten days afterwards, a rumor was circulated that the roof of the Fair building was about to "cave in," and when the arches were obliged to be strengthened over night, those same gentlemen became very patronizing in their manner, as they implored the reporters to give the life to the rumor! The reporters have it in their power to reform the abuses of which we speak; and if the convention should be held, we trust that measures calculated to elevate the profession to its true dignity may be adopted and vigorously enforced.

THE SUNBURY AND ERIE RAILROAD.

It was, long ago, the remark of an eminent financier and far-sighted political economist, that a railway which would connect the tide-waters of the ocean at Philadelphia with those of the lakes at Erie, would do more than any other one thing to develop the material wealth and build up and establish the commercial prosperity of this State. In pursuance of that sagacious opinion, our people invested millions of dollars in accomplishing the work which the late Mr. Nicholas Biddle suggested.

It is but a few days ago that the last foot of rail required to finish the enterprise was laid on the Sunbury and Erie Railroad, and the idea that was conceived and expressed many years ago, by a citizen who was then considered to be, in that particular matter, a visionary enthusiast, stands before us to-day consummate in its realization. The whole history of the project, from its inception to its completion, is a signal illustration of the popular incredulity with which grand views of public improvement are usually received in the beginning, and the possibility of their ultimate execution by means of individual energy, and perseverance, and corporate enterprise and munificence. No railway ever projected in this country, or perhaps in any other, experienced such vicissitudes of fortune and vexatious delays in its progress to completion, as the Sunbury and Erie Road. Since it was first thought of, many other works of the kind, some of which are of equal geographical extent, have been proposed and put in operation, and it was at one time seriously doubted whether the great route which now unites this city with Lake Erie would be finished by our people, and controlled entirely in their interest. The directorship of the enterprise was repeatedly changed; various expedients, plans, and aids were enlisted in its behalf from time to time; successive disappointments and reverses occurred in the process of pushing it forward, step by step and mile by mile, to consummation; and the public faith in the feasibility of the whole scheme was, at several periods, almost worn out.

But at last, State pride and State interest, assisted by judicious legislation, the co-operation of the Pennsylvania Central Railroad Company, and the masterly administrative ability, business tact, and indomitable pertinacity of the present President of the Sunbury and Erie Railroad, triumphed over all obstacles and difficulties, and crowned with full success a conception which even antedated the initiation of those magnificent highways which have long connected the city of New York with the Northern lakes and their fertile shores, and poured into her lap the wealth that has mainly contributed to her metropolitan greatness.

It is superfluous, at this late day, to point out the commercial importance of the Sunbury and Erie Railroad. That subject has been elaborately discussed for years past, and is now thoroughly understood. But it is not too late to express congratulations on the final and full achievement of one of the grandest ideas of internal improvement ever conceived by human sagacity, and to award the just meed of praise to the resolute, laborious, far-seeing, and public-spirited gentlemen to whose wisdom and efforts Pennsylvania owes a work which is of incalculable value to her present and future prosperity. While so many excellent citizens divide among themselves the merit of having aided in the enterprise, it certainly will not detract from their deserts to say that President Morehead enjoys the proud distinction of having taken hold of the enterprise when it was in an apparently desperate condition, and carried it, through times of unprecedented adversity and gloom, to a successful issue. Let him be forever honored accordingly.

CITY INTELLIGENCE.

A REPORTERS' CONVENTION.

We observe a call for a Convention of local editors, to be held in Chicago during the present summer. What the object of the Convention is, or what subjects will be brought before it, we do not know, but certain it is that there are many evils existing in the profession which loudly call for reformation.

And, first of all, some legislation is necessary that will tend to elevate the social and moral standard of these "knights of the quill," so they—local editors, as they are called in the sides of the North and West, in contradistinction to the ordinary reporter, or reporters themselves. Graduates in the profession of five and ten years standing, have been chagrined and irritated not a little, of late, to observe the advantages made into their business by individuals who, in point of education, to say nothing of their position in the social world, are entirely unfitted for the calling they seek to adopt as a means of livelihood.

Youths of former years, fresh from their Alma Mater; men whose social habits unfit them for the pecuniary risks incident to active business life, and decayed politicians, whose opinions can be bought and sold like goods at the auction mart, are all to be found among the reportorial professions as now constituted. With them a few oysters and a glass or two of some alcoholic stimulant is sufficient inducement for an extended personal puff in the columns of the newspaper to which they may be attached; a twenty-five cent excursion up or down the river or over a railroad, is followed by a stiff notice commendatory of this or that particular line of travel; while on some great parade day, when the great *little* man who acts as marshal upon the occasion, so rides a great white horse, and who is decorated, like a fatted calf with the gorgeous insignia of his office, "snubs" you. When applying for some information necessary to a correct description of the scene, these same truckling knaves tell in print of the "courteous" marshal, &c., and then go on to say how, through his untiring exertions, the occasion was a decided success, when in fact the fellow's cross and irritable nature was the sole cause why mismanagement and confusion characterized the entire display. These are the men who reduce the profession to a mere placayune standard, and who cast obloquy and disgrace upon the profession of a reporter.

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Extensive Conflagration in Manayunk—Paper Mills Destroyed.—The extensive paper mills at Manayunk, occupied by Martin Nixon and owned by the Nixon family, were entirely destroyed by fire last night. The mills were very extensive, being situated at the extreme upper end of the town, and extending between the Schuylkill river and the canal.

The fire originated in the fourth story of the main mill, which was now occupied by Ring & Brother, woolen yarn spinners. Their loss is estimated at $24,000, which is partially covered by insurance. They had on hand a heavy stock and two sets of woolen machinery, all of which were destroyed. The third story was occupied by James Hillin, also a woolen yarn spinner, who estimates his loss at about the same.

The first and second stories of the stone building were used by Mr. Nixon for the preparation of pulp of all kinds for the supply of the straw and rag mills. The whole structure was a large stone building about 120 by 60 feet. All the valuable machinery was destroyed.

Back of the main building was a one-storied structure containing one of Fourdinier's presses. On the north side was a similar building containing a Fourdinier press, and room for another to be placed there in a short time. These were all destroyed.

Between the main building and the lower paper mill was a large structure filled with tubs and vats, boilers and machinery used for making straw into pulp, which was also destroyed. Between the canal and main building was a large yard, formerly used as a park, upon which was constructed a frame structure with tin roof, for the purpose of storing bales of straw. At the time of the fire the place was about half full. The stock was estimated at $15,000, all of which was destroyed, only the walls of the building remaining.

On the upper end of the lot was a large stone dwelling, occupied by John Jones, the manager of the mills, and Theo. Nixon. The furniture was much damaged from its removal, although no damage was done by the flames.

By the united efforts of the firemen a much greater destruction of property was prevented. There are no steamers in Manayunk, and those from other districts were summoned by the Chief Engineer.

The roof of the bridge crossing the canal, about a square from the mills, was damaged.

The stable of John Thomas, two squares east of the mills, took fire, but the flames were extinguished with a trifling loss.

The lower mill was saved. It stands about thirty feet from the steam mill, and is a two and a half-story stone building. Adjacent to this was Preston & Whittaker's mills, which would have been destroyed had the lower mill caught. The firemen worked nobly, and thus prevented the flames from spreading.

The cause of the conflagration is not known. The mills were not in operation last night in consequence of the water in the canal being very low. About one hundred hands were thrown out of employment. The flames were not subdued until half-past 2 o'clock this morning. The daily *Ledger* derived its supply of paper from these works.

Mr. Nixon's loss is estimated at $150,000, upon which there is an insurance of $70,000. The fire was seen as it broke out spread to the other mills with the greatest rapidity. There were but one or two small engines in the town, and these, although brought into immediate service, effected little against the power of the flames.

It is surprising that in an extensive manufacturing district like Manayunk, where so many paper, woollen, and cotton mills are located, greater precaution to guard against fires has not been taken. The district needs at least one or two steam engines.

The flames of the burning mills lit up the horizon around the country, and occasioned considerable excitement. The sparks and burning cinders were carried by the wind through the air, and property squares off was much jeopardized. All the inhabitants of the town were on the alert seeing to the safety of their homes.

William Adams, Constable of the Twenty-first Ward, was badly burned while assisting at the fire.

The Coal Regiment.—This regiment, recruited for the one hundred days' service, is filled, and is now under marching orders. The regiment is under the command of Colonel Hasler, an able and experienced officer, and those who were so lucky as to enroll themselves in this command will be well cared for.

The Draft.—The citizens of the Tenth Ward will hold a meeting at Broad and Race streets on Friday night, to select delegates to the County Convention to be held on Monday next, to devise means to avoid the draft, and furnish the quota of the city by volunteers.

We have by far the largest stock and best assortment of Clothing in Philadelphia, comprising all desirable styles of goods, from medium price to superfine. Every one can be accurately fitted at once from our stock, whatever be his size or proportions, in garments equal in all respects to work made to measure, at much lower prices. For those who prefer, we have also a complete assortment of piece goods, which will be made up to measure in a style unsurpassed by none.

Bennett & Co.
Towne Hall, No 518 Market street.

Married.

Campbell—Sayler.—July 19th, by Rev. H. J. Hare George W. Campbell to Anna R. Sayler, all of Philadelphia.

Died.

Austin.—July 20th, after a lingering illness, which he bore with Christian resignation, Edward Austin, aged 25 years.

The relatives and friends of the family are respectfully invited to attend the funeral from the residence of his parents, No. 1107 Ogden street, on Saturday morning, at 10 o'clock. Interment at Odd Fellows' Cemetery.

Jacob.—At Roxborough, on Tuesday, the 19th inst., Margaretta, widow of Jos. Barton, and eldest daughter of the late Charles Shoemaker.

The funeral services will be held at St. Timothy's Church, Roxborough, on Friday, the 22d instant, at 11 o'clock. Interment at Christ Church burial ground. Friends and Arch streets, at 4 o'clock, where the relatives and friends of the family are respectfully invited to attend the funeral.

Bodine.—On Tuesday morning, the 19th inst., from accident received by being run over by a railroad train on the Pennsylvania Railroad, John Bodine, aged 45 years and 21 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, Thirty-first and Bart streets, Moyamensing, West Philadelphia, at 4½ o'clock to-morrow (Friday) morning. To proceed to Wilmington, Del., for interment.

Guy.—On the 20th instant, Margaret, wife of Robert Guy.

The relatives and friends of the family are respectfully invited to attend the funeral, from her husband's residence, No. 2,36 Spruce street, on Saturday morning, at 9 o'clock. Interment at Mount Moriah.

Haslett.—On the 18th, Frank Burroughs, son of John and Elizabeth Haslett, aged 8 months.

Those who die in infancy answer for no sins.

Jacobs.—On the 17th instant, Ella Lavinia, daughter of Jerome B. and Anna Jacobs, aged 1 year and 5 months.

Kelly.—On Thursday morning, 21st inst., Dennis Kelly, in the 85th year of his age.

His relatives and friends and those of the family are respectfully invited to attend the funeral, on Monday morning, 25th instant, at 9 o'clock, from his late residence, Haverford township, without further notice. Carriages will leave Simon Gartland's office, No. 35 S. Thirteenth street, at 8 o'clock A. M.

Kimber.—On the 20th inst., at Claymont, Delaware, Thomas Kimber, in the 75th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence in this city, No. 1230 Arch street, on Seventh-day morning, the 23d inst., at 10 o'clock, without further notice.

Shoemaker.—On the 20th inst. Francis Shoemaker, in the 70th year of his age.

His male friends and those of the family are respectfully invited to attend the funeral, from the residence of his son, No. 118 N. Twentieth street, on Friday, the 22d inst., at 3 o'clock P. M., without further invitation.

FOR LIVERPOOL, SATURDAY, August 13, 1864.
The British ship VANCOUVER, Captain J. D. Carlisle, will sail as above.
For freight or passage, apply to
THOMAS RICHARDSON & CO.,
jy21-tf No. 181 WALNUT street.

I. E. WALRAVEN,
SUCCESSOR TO W. H. CARRYL,
MASONIC HALL,
No. 719 CHESNUT Street.
WINDOW SHADES,
CURTAINS,
AND
MOSQUITO NETTINGS.

BUSINESS ITEMS.

Fine Havana Cigars—
Messrs. Davis & Richards,
Arch and Tenth,
have just received a new importation of
Havana Cigars,
of the at most brands.

A BOLD ATTEMPT
AT
ROBBERY.
LILLIE'S
CHILLED IRON SAFE
SERIOUSLY ATTACKED.
THE PUPILS OF DAVID EVANS,
OF THE FIRM OF
EVANS & WATSON,
ALREADY AT WORK.
HIS SCIENCE PRACTICALLY TESTED.
The Result a Complete and Total Failure.
THE BURGLARS BADLY FOOLED.

DAVID EVANS says, it is a very simple matter to drill a hole through 1¼ to 2 inches thoroughly chilled iron; pick up the combination of the lock, and open Lillie's Safe; and to illustrate his system, has found, accidentally, a semi-chilled imperfect safe; procured a very perfect drilling apparatus, with drills the most approved, and, I am told, gives daily public lessons in the art of drilling; also, that he succeeds, by a very heavy pressure, and the use of three or four drills, to grind a hole through this semi-chilled safe in from thirty to sixty minutes, and says to his pupils that any of Lillie's Safes can be drilled the same way.

It would seem that some of his more advanced students having found a most favorable opportunity to test this new philosophy, have already taken the necessary steps to practically and professionally experiment upon this new and wonderful science; I say wonderful, because, if successful, it was to open at once the most important areas and vaults of the country to the whole burglar profession. The result of these experiments will be shown by the following statements, which appear in the "Press," July 14, and *Ledger* July 15:

Lillie's Chilled Iron Safes—A Bold but Unsuccessful Attempt at Burglary.—The "West Philadelphia Safe" Fraud—but one of Lillie's No. 2 Fire Chests, purchased of M. C. Sadler, Agent, in this city, some eight or ten months since. The safe was set in the store, on Market street, above Broad, on Saturday afternoon, all right.

On Sunday, at twelve P. M., the policeman tried the front door of the office, and found it unlocked. On examining the office he found the burglars had been at work at the safe, for both doors with their apparatus. There was a mortise made to the door in front of the safe to the size just to the drill, and a small hole further back for an apparatus to create a pressure, and everything done apparently to make the safe give up its contents.

The box was found drilled, or ground, about half an inch into the door, over the lock, in the manner as plainly described in Sadler's pamphlet advertisements, and it would seem this was as far as they could go, as before mentioned, further. Next the lock centre was drilled in the same manner, but could not be driven in. Next the lock-cases were taken on, and the knobs, hinges were thoroughly tried, but they could not be driven in. A sledge was tried, and that had no effect. A jury was placed behind the door-hinges to pry off the door. This did not succeed; and after all these experiments the burglars evidently came to the conclusion they could do it any way possible for the safe, and left the premises, having been disturbed in the house, and having still points of time to work. The apparent box would close to indicate that the burglars were at work on the Saturday night, most of Sunday, and Sunday evening.

Tenth National Bank, Philadelphia, July 14, 1864.—I do hereby certify that the statement in the "Press" of the 13th inst., in reference to Lillie's safe in the Tenth Philadelphia National Bank, is a correct statement.
DAVID H. PAUL, President.

The following points are particularly noticeable in the above statements:—

First. The great length of time of the operation.

Second. The fact that the safe was not entirely ruined, and deliberately taking away their whole apparatus, having a third day in store.

Third. The fact that they evidently had the most approved drill in use of the kind, and that the chilled iron was a fair test of the safe, and, finally,

Fourth. The fact that as they got warm down the work-men (for both men and tools) were, no doubt, so heavily charged that they could not work with ground floor.

Thus the building contained within the open safe manifestly to any all other experiments after they had failed and been completely foiled in the greatest apparent, with the exception of the drill—and to the latter gave no more than a small hole of a third the size of the burglar proper, and that only partially through the door, and not through the chilled iron safe.

Lillie's safe is now open to the public, and can be seen at any time, at the store of the agent, No. 21 South Seventh street, above Chesnut.

LEWIS LILLIE & SON,
M. C. SADLER, Agent,
21 South Seventh street.

Steck & Co.'s Pianos.—
STECK & CO.'S | MASON & HAMLIN'S | PIANOS.
STECK & CO.'S | CABINET ORGANS. | PIANOS.
J. E. GOULD,
Seventh and Chesnut streets.

Cramps, Colic, Cholera, Summer Complaint, Dysentery, and all Affections of the Bowels are more promptly and effectually by Dr. D. Jayne's Carminative Balsam. Being pleasant to the taste, it is readily taken by children, and having maintained its popularity for over thirty years, the proprietors confidently recommend it as a Standard Household Remedy. Prepared only at No. 242 Chesnut street.

E. G. Whitman & Co.,
Manufacturers of New and Superior Confections, Almond Paste, Chocolate, Caramels, Cream La Mode de Paris, exquisitely flavored.
Roasted Jordan Almonds, &c., &c.
No. 316 Chesnut street, below Fourth.

MILITARY NOTICES.

OFFICE CITIZENS' VOLUNTEER SUBSTITUTE COMMITTEE, No. 122 WALNUT Street, July 2, 1864.
Official instructions, under date of July 15, having been issued to the Provost Marshal to grant to our Board certain privileges for a definite term of years, but only for the period during which the responsibility of the committee not to exceed three years from the date of the said instructions, no further notice will be given, this Committee can no longer guarantee absolute exemption.

The Committee can only undertake to furnish such recruits as are exempted as the Provost Marshals are authorized to give, and the cannot protect the guarantee that the substitutes furnished shall not be liable to military service for three years.

All subscribers, who are not satisfied with the conditions which are imposed by the War Department, are invited to call and withdraw their subscription.

DANIEL STROMMETZ, Chairman.
J. G. ROSENGARTEN, Treasurer.
J. T. CLARK HARE,
JOHN THOMPSON,
HENRY C. LEA,
CLEMENT B. PENROSE,
Committee.

OFFICE CITY BOUNTY COMMISSION, No. 402 PRUNE Street.—Substitutes.—The City Bounty of two hundred and fifty dollars will be paid in cash to such enrolled citizens of Philadelphia, in advance of the draft, but in three years' sometimes not liable to draft, and proper credit is given upon the quota of their districts.

If citizens not enrolled put in substitutes, the substitute is regarded as a volunteer, and on a proper evidence of his being enrolled is entitled to the bounty.

The opportunity is thus afforded for citizens to aid the cause, while procuring exemptions for themselves, and assisting greatly to fill a quota.

HEADQUARTERS PROVOST MARSHAL, First District, Pa.
Philadelphia, June 28, 1864.
The names of persons removing to or from this District will be added to or stricken from the lists of enrollment. Copies of the lists are open for public inspection, and civil officers and all citizens are invited to suggest and correct errors in the lists and give such information as may aid in the correction and revision thereof. Any person enrolled may appear before the Board and claim to have his name stricken from the lists if he can show satisfactorily that he is not properly enrolled, on account of Alienage, Non-residence, Over-age, Permanent Physical Disability.

A compliance with the foregoing suggestions is earnestly solicited.
WM. E. LEHMAN,
Captain and Provost Marshal.

WANTED FOR THE UNITED STATES Marine Corps (a varied and exciting life by sea and land), three hundred able-bodied men, to perform the duties of a soldier at our Navy Yard, and aboard United States ships-of-war on foreign stations.

Better compensation than the army. A ship-of-war is a comfortable home. The Marine Corps is the best organized Corps in the service. Prize Money to abundance.

$30 LOCAL BOUNTIES PAID TO RECRUITS.

For all other information apply daily at the Recruiting Rendezvous, No. 311 S. FRONT Street, below Spruce, between the hours of nine and three o'clock.
JAMES LEWIS,
Captain and Recruiting Officer,
my16-tf No. 311 S. FRONT Street.

REAL ESTATE. REAL ESTATE.
REAL ESTATE. REAL ESTATE.
REAL ESTATE. REAL ESTATE.
$50,000 WORTH FOR SALE.
$30,000 WORTH FOR SALE.
$5,000 TO WORTH FOR SALE.
NEW MONTHLY CATALOGUE JUST OUT.
NEW MONTHLY CATALOGUE JUST OUT.
NEW MONTHLY CATALOGUE JUST OUT.
FOR GRATUITOUS DISTRIBUTION.
FOR GRATUITOUS DISTRIBUTION.
FOR GRATUITOUS DISTRIBUTION.
NE PLUS ULTRA REAL ESTATE OFFICE,
NE PLUS ULTRA REAL ESTATE OFFICE,
NE PLUS ULTRA REAL ESTATE OFFICE,
No. 134 N. SIXTH STREET.
No. 134 N. SIXTH STREET.
No. 134 N. SIXTH STREET.

FOR SALE—MUST POSITIVELY BE kept before the public, that I have $5,000,000 worth of Real Estate to sell, and always 100 Dwellings of which must, to possession can be had. The very best first-class reliable Real Estate Office in this city is to be found by calling on
GEORGE C. MILLER,
Practical Real Estate Agent and Broker,
No. 134 N. SIXTH Street.

FOR SALE—NO IDEA CAN BE formed of the scores of persons who have purchased property of me since my last monthly edition's publication that both buyers as well as sellers know where to call to have their purposes answered. Every person should get a copy, gratis, by all means, of my Executive Catalogue, just out, for gratuitous distribution.
GEORGE C. MILLER,
Practical Real Estate Agent and Broker,
No. 134 N. SIXTH Street.

FOR SALE.—THE GREATEST PROfine bon of the age, to parties interested in the purchase and sale of Real Estate, is my Catalogue, just out, for gratuitous distribution.
GEORGE C. MILLER,
Real Estate Agent and Broker,
No. 134 N. SIXTH Street.

FOR SALE.—BARGAINS, BARGAINS, Bargains. No occasion to attend Sheriff's or other sales to get property at the right prices. All that is necessary is to call at my Real Estate office, just out, containing 10 full pages to purchase from any list of Assignees or other Catalogues published by parties having no practical knowledge of real estate matters.
GEORGE C. MILLER,
Practical Real Estate Operator (for the last twenty years),
No. 134 N. SIXTH Street.

FOR SALE—HUNDREDS OF ELEGANT Building Lots, all over the city of Philadelphia. Persons about building should get my monthly catalogue just out.
MILLER,
No. 134 N. SIXTH Street.

FOR SALE—THOUSANDS OF DOLlars' worth of Real Estate offered at lower prices than you can possibly get it for at auction. Call for catalogue, just out.
MILLER,
No. 134 N. SIXTH Street.

FOR SALE,—AT ALL TIMES, 100 Dwellings on hand, of which immediate possession can be had. Any person about to call on me first, if they wish to purchase Real Estate, either for investment or occupancy.
GEORGE C. MILLER,
Practical Real Estate Agent and Broker,
No. 134 N. SIXTH Street.

FOR SALE—NEAT DWELLING, NO. 918 S. SEVENTH Street. Price $3,600.
Two-story brick dwelling, No. 1127 N. Fifth street. Lot 20 by 65 feet deep. 11 rooms. Price $7000. Immediate possession of both.
Besides nearly 2000 others, all to be found in my new monthly catalogue, just out.
GEORGE C. MILLER,
No. 134 N. SIXTH Street.

FOR SALE, WITH IMMEDIATE POSsession.
Neat Dwelling, No. 1816 Mount Vernon street. Twelve rooms. Lot 16 by 90 feet. Price, $6000.
Excellent Dwelling, No. 1005 Wallace street. Lot 29 by 90 feet. Twelve rooms. Price, $6,000.
Splendid neatly double-front Dwelling, No. 1610 Summer street. Lot 28 by 141 feet deep to Spring street. Price, $11,000.
Neat four-story Dwelling, No. 1708 Race street. Excellent neighborhood. Lot 22 by 100 feet. Price 9000.
Five of the greatest sacrifices of the age consisting of large new three-story Dwellings on Broad and a number above Jefferson. Eighteen rooms. Lots 24 and 26 feet front and 200 feet deep to a street.
MILLER,
No. 134 N. SIXTH Street.

GROVER'S NEW CHESNUT STREET THEATRE.
GRAND REOPENING,
MONDAY EVENING, JULY 25,
First time in six years in Philadelphia of the grand romantic spectacle, entitled
ALADDIN, OR THE WONDERFUL LAMP.
Produced, after three months' active preparation, in a style of
UNPRECEDENTED MAGNIFICENCE.
Replete with Magnificent Scenery,
Beautiful Dances,
Superb Costumes and Properties,
Wonderful Transformations,
Grand Marches, &c.
Reserved Seats to sale three days in advance.

HOW TO DESTROY
ROACHES, RATS, MICE,
Bed Bugs, Ants, &c., &c.,
USE
BURT'S VERMIN EXTERMINATOR.
IT IS INFALLIBLE! IT IS INFALLIBLE!
Is put up in Large Boxes for 25 Cents.
Is all ready for use, without mixing with other articles.
Does not Spoil or Get Dry and Worthless by Keeping, Like some Other Preparations.
VERMIN ARE EXTRAVAGANTLY FOND OF IT.
RATS AND MICE DIE OUT OF THEIR HOLES.
Is Not Dangerous to Use.
Gives Satisfaction to all who use it.
Sold by all Druggists and Dealers throughout the United States.
Caution.—Be sure and ask for Burt's Exterminator, in large boxes, with the red label, and signed by the Proprietor, E. Burt, Jr. Take no other.
Depot, No. 180 S. TENTH Street, above Walnut.
Manufactory, No. 150 JUVENAL Street, above Walnut, between Tenth and Eleventh, Philadelphia, Pa.
my2-mwsim

NO DECEPTION.—NO INFERIOR COAL purchased to offer below the cost price of a superior article. SAMUEL W. HESS, BROAD Street, above Race, east side, sells the genuine EAGLE VEIN, best and purest mined. Egg and Stove size, $6.50. Large Nut, $10 per ton.
Consumers should make their purchases at once, previous to another advance.
jy14-3m

DELIGHTFUL EXCURSIONS
ON THE
RIVER SCHUYLKILL.
The Steamboat GENERAL HOOKER, Captain MARKLE, leaves Fairmount every hour for Schuylkill Heights, Laurel Hill, Belmont Cottage, Cox Falls and Wissahickon.
jy4-tf

FOR CAPE MAY.
THE STAUNCH AND COMMODIOUS STEAMER
"MANHATTAN,"
CAPTAIN R. A. RYTHER,
Of the Cape May Line, is now making her regular trips to CAPE MAY leaving ARCH Street wharf, every Tuesday, Thursday, and Saturday at noon. Leaves Cape May every Monday, Wednesday and Friday at 10 o'clock A. M. Touching at New Castle going and returning. Fare $2 (carriage hire included. Children half price; carriage hire included. Excursion $1 (carriage hire extra. Freight at low rates. No freight received unless check, stating to what boat it must be passed.
jy7-tf JOSEPH A. STEWART, Agent.

GRAND EXCURSION
TO
CAPE MAY.
THE STAUNCH AND COMMODIOUS
STEAMER MANHATTAN,
CAPTAIN E. A. RYTHER,
Having been Relieved by the Government,
WILL MAKE A
GRAND EXCURSION
TO
CAPE MAY,
On Saturday Morning, at 9 o'clock A. M.
Returning, will leave the Capes on MONDAY Morning, at 8½ o'clock.
Fare for the Excursion $1·00. Carriage hire extra.
JOSEPH A. STEWART,
jy21-8 AGENT.

NEW ROUTE
TO WILKESBARRE,
VIA
NORTH PENNSYLVANIA RAILROAD.
TIME AND DISTANCE SAVED!
BY 7 A. M. EXPRESS TRAIN, FROM THE NEW DEPOT, THIRD STREET, ABOVE THOMPSON,
ARRIVING IN WILKESBARRE 2·45 P. M.
RETURNING,
Leave WILKESBARRE at 1 P. M., making close connection at Bethlehem with North Pennsylvania Express train, and arrive in Philadelphia at 8·20 P. M.
FARE $1·20.
BAGGAGE CHECKED THROUGH.
ELLIS CLARK,
jy15-12t AGENT.

TO COAL OIL COMPANIES.—AN EXTRA edition of COHEN'S COUNTING-HOUSE CHART for 1864, is issued now by the publisher, revised to date and to contain all the COAL OIL COMPANIES.
The officers of Coal Oil Companies are respectfully requested to send a list of Officers and Directors of their respective companies immediately to the undersigned. The Chart will be issued on 5th August next, and contain all companies in the city. Price $5 per copy.
S. E. COHEN, Publisher,
jy20-3t No. 168 S. THIRD Street, Phila.

20 CENTS!—GODEY FOR AUGUST!
PITCHER'S,
jy20-3t No. 808 CHESNUT Street.

AUCTION SALES.

BAZAAR, NINTH AND SANSOM Streets.
AUCTION SALE OF HORSES, CARRIAGES, &c.,
On Saturday morning at 11 o'clock, comprising about
21 HORSES.
Full descriptions at sale.
Also, New and Second-hand
CARRIAGES, LIGHT WAGONS, &c.
with which the sale will commence.
Also, a quantity of double Harness, Saddles, Bridles, Whips, Covers, &c.
No postponement on account of weather.
Sale of Horses, &c., on Wednesday.
Carriages and Harness at private sale.
ALFRED M. HERKNESS,
jy21-1t Auctioneer.

CHARLES C. MACKEY, AUCTIONEER, No. 526 MARKET Street, between Third and Fourth.
STOCK OF TIN WARE, TINMEN'S TOOLS, AND MACHINES.
On Friday morning,
At 10 o'clock, a stock of Housekeeping Tin Ware, Tools, Machines, &c., of a person quitting business.
600 DOZ. IVORY, RUBBER, AND HORN COMBS.
On Saturday Morning,
At 10 o'clock, at Sansom room, will be sold in lots to suit storekeepers about 600 dozen combs, comprising Ivory fine tooth, India Rubber, and Horn Dressing and Twist, all fully assorted by fresh water.
Also, 6 dozen Boys' Tea Bats.

AUCTION SALE OF CONDEMNED Horses.
War Department,
Cavalry Bureau,
Office of Chief Quartermaster,
Washington, D. C., July 4, 1864.
Will be sold at public auction, to the highest bidder, at the times and places named below:—
LEBANON, Pa., THURSDAY, July 14, 1864.
READING, Pa., THURSDAY, July 21, 1864.
HARRISBURG, Pa., THURSDAY, July 28, 1864.
ALTOONA, Pa., THURSDAY, August 4, 1864.
WILLIAMSPORT, Pa., THURSDAY, August 11, 1864.
TWO HUNDRED (200) CAVALRY HORSES at each place.
These Horses have been condemned as unfit for the cavalry service of the army.
For road and light purposes many good bargains may be had.
Horses sold singly.
Terms—Cash, in United States Currency.
JAMES A. ERIN,
Lieutenant-Colonel and Chief Quartermaster
jy9-16t Cavalry Bureau.

WANTS.

WANTED.—FURNITURE (WALNUT preferred) for 3 parts requiring housekeeping. Persons breaking up will please address Box 1490 P. O. It*

WANTED IMMEDIATELY,
Three or Four Carpenters,
At No. 232 CARTER Street.
jy16-6t THOS. M. FLOWMAN.

TEAMSTERS WANTED.
Chief Quartermaster's Office

Evening Telegraph

THURSDAY, JULY 21, 1864.

SPIRIT OF THE NEW YORK PRESS.

Leading Editorials from the New York Papers This Morning.

MANUFACTURING ARISTOCRACY.

From the Tribune.

The Richmond *Examiner* of the 16th instant has an article upon the extraordinary subject of burning the mansions of Governors. Letcher, the ex-Governor of Virginia, was burned out of house and home by the Union troops. Whereupon Bradford, Governor of Maryland, was burned out of house and home by the Confederate troops. The *Examiner* philosophically discusses these conflagrations, and rejoices in the horror as an act of righteous retaliation; but it is still unsatisfied. Are Governors, I angrily ask, the only sufferers whose indignities are to be avenged?

Why should not private rebels, whose property has been destroyed, have the satisfaction of knowing that the property of private loyalists has been destroyed in return? Really we should not have supposed that the Rebel organ of the Southern Confederacy would have found any occasion for this gratuitous grumbling. For we have not found overscrupulousness or fastidious squeamishness to have been peculiarities of Rebel raids.

On the other hand, whenever the rough riders of the Confederate army have ventured upon a visit to the regions of civilization, so far from suffering themselves by a false delicacy to be diffident on the subjects of their interesting situation, we have noticed that they invariably stated all the property possible, and that whatever they cannot carry off, it is their constant wont to destroy, from goose to greenbacks. We certainly do not think the Rebel Generals deserve to be thus lectured, or that they require any incitement to acts of cruelty and outrage. Soldiers who invariably signalize their victories by a massacre can safely be left to the impulses of their native ferocity.

But the *Examiner* goes on to put a soliloquy into the mouth of a private and humble Rebel (who is supposed to be much injured in his mind) to this effect:—"Whose family is to suffer for what my family has suffered? Or is it true, as our enemies say, that this Southern country is an aristocratic country? What, then, am I, and what am I fighting for?" "Dangerous questions," continues the *Examiner*, "and a perilous line of reflection!" We think so too! We can easily imagine some high priest of the Confederate creed, who never owned a negro, and who has no hope of ever owning one, wounded perhaps, and certainly hungry, foot-sore, and ragged, and in continual peril of his life, moodily dreaming over his exceedingly unpleasant situation, and asking himself, with a savage sort of self-contempt, what he is fighting for.

It has never been the sweet satisfaction to flog his own back within an inch of his utterly miserable life. He has never enjoyed the novel delight of mortgaging his own sons, or of condemning his own daughters to the auction-block and inevitable prostitution. His name figures upon no bonds of tobacco, nor are his initials to be read upon bursting bales of cotton. He is a white, but he is a poor white. He is mere trash in spite of his colorless cheek, his straight nose, and his straighter hair. He has no interest in this war except the gratification of a senseless passion which his superiors have dextrously incited. He is their slave for the purposes of fighting, just as the negro is their slave for the purposes of field-work.

Victory will bring him nothing but a little passing plunder, and defeat will leave him still hanging loosely upon the skirts of an intensely aristocratic society. The whole matter can be stated with simple logic. This is a war waged for the support of slavery. It is, therefore, a war waged for the benefit of slaveholders. Men who own no slaves have, therefore, the pleasing consciousness that they are jeopardizing their lives and sacrificing their personal comfort for the sake of a mere handful of aristocrats, who think that they have made a wonderful concession when they admit that a poor white man is just a little higher in the scale of society than a negro. Well may they ask what they are fighting for? And well may the *Examiner* exclaim:—"Dangerous question—a perilous line of reflection!"

"Is it true, as our enemies say, that this Southern country is an aristocratic country?" asks the *Examiner* with an assumption of simplicity that is very true. Is this world of petted and coddled and organized mendacities? Here you have a society consisting of several millions of slaves, other millions of poor whites, and a mere handful, comparatively, of slaveholders, who manage public matters, levy taxes, go to war, impress soldiers, all at their own sweet will; and yet the *Examiner* wants to know if the Southern country is an aristocratic country? Well then, what should we call it? A democratic country? Pray what then is democracy? How much of it have they in South Carolina? How much in Virginia?—how much democracy, that can possibly man an omnibus without a horse-laugh at such naked and preposterous pretensions?

We can fully agree with the *Examiner* in its conclusions, and can well enough understand its fears. We have always said that this war naturally resolved itself into a contest between the aristocratic and democratic elements of society. Men are at liberty to adopt what political doctrines they please from the fetichism of Absolutism to the purest Democracy; but when they undertake to carry out an aristocratic Government under the forms of a Democracy, the grievous inconsistency will sooner or later lead to a mutiny and bloody explosion. The popular theories which the Constitution seeks to reduce to a beneficent and consistent practice, are naturally hateful to the manowner. The success of the Rebellion will be the triumph of an aristocracy. After that the *Examiner* may be sure that editors and negroes will be of small account in Virginia.

ADDRESS BY THE CONGRESSIONAL OPPOSITION.

From the Times.

Forty-three opposition members of Congress have united in an address to the people, to show their—to use their own words—"there is good reason for changing the Administration and policy of this General Government." They make the prolonged stretch through near ten newspaper columns—thus avowing the extreme difficulty of the work. We have read it all! It is a dog-day job, that would be the death of nine men out of ten. It is for our physician to be told how we feel. Our readers will ask what we found.

We will tell them what we found—though the most curious part, by long odds, is what we did not find.

First, we found the broad complaint that the Administration has had for three years the predominance in every department of the Government, and that this evil lies in "a capital mischief," the whole tendency of unchecked power being toward abuse. Hereupon it is reasoned that this "unconstitutional party domination" ought to be given to the Democratic party, whose great merit has been that it "always objected itself cheerfully, thoroughly, and constantly, to all the rules and limitations of the fundamental law." Now, we find not a single Democratic Administration, and that is absolute unity of the party have personally committed themselves to it with arms in their hands, this claim is so whimsically preposterous, that it may be laughed at even with the then moment at ninety.

Next we find a statement that the main strength of the party of the Administration lies in the States which voted against Mr. Jefferson in 1800, and against Mr. Madison in 1812. This, if it mean anything, is an invidious reference to New England. But the *main* strength of the party of the Administration is not in New England. *Not one-quarter* of the popular vote or of the electoral vote which put Abraham Lincoln into the Presidential chair came from New England; *nor a quarter* of the aggregate popular majorities for the Union party in the last State elections.

Following this misrepresentation are specific charges against President Lincoln. He is accused of sending soldiers home to vote who did not belong to the regiments who would have voted for their ticket, when in fact there are no such regiments. He is accused of interfering with the elections in the Border States, of "thousands of qualified persons were prevented from voting at these elections." By protecting the polls from violence, President Lincoln emphatically did cooperate in excluding hundreds in those States, if not thousands, who would not take the oath of allegiance, and who were in notorious sympathy with the Rebels. These people had already sent their representatives to Richmond.

President Lincoln is also condemned for his Amnesty Proclamation, whereby one-tenth of the loyal men of a Rebel State may reconstruct the State. But the address avoids saying whether disloyal men should assist in reconstructing the State, or whether the State should remain under military rule without reconstruction. The real question in these reclaimed States is between the rule of a Rebel majority, the rule of the loyal minority, or a military rule without any popular power whatever. It is a question which the address does not, and dare not meet, except by objection to the rule of a minority, which, of course, is not desirable in itself, but is better far than either of the other alternatives.

President Lincoln is next condemned for raising troops by conscription, a resort without example in the history of the United States, and of doubtful constitutionality. To this it need only be answered that compulsory drafting was recommended by President Madison in the last war with England, and that President Madison understood the Constitution, inasmuch as he was one of its chief framers. President Lincoln is next found guilty of employing black soldiers. But this is treated very gingerly, the government of the crime being made to consist rather in giving those soldiers equal pay with the white soldiers. This adjustment of the pay of black soldiers was made not by President Lincoln, but by Congress. If the blacks fight well, they ought to be well paid, and a just people will not complain of it. Thus far, the liberal pay which has been determined upon for these soldiers has been justified by their fighting.

President Lincoln is next condemned for establishing a paper money system. No attempt is made to show how this war could be an exception to all other great wars, in not requiring paper money. With characteristic regard for the national credit, the declaration is volunteered that this system will promptly result in a crash, "the ruin of which cannot be overestimated." The perplexity comes from the same spirit that would deny the war its indispensable means of maintenance.

The next charge brought against President Lincoln is, that his foreign diplomacy has been "feeble, pretentious, and offensive," and has thereby opened the way to foreign intervention. To this absurd charge, it is enough to say, that in the first stage of the war the greatest of all dangers was foreign intervention, and that this danger has since gradually grown less until it has now disappeared altogether. In this undeniable fact is found a complete vindication of President Lincoln's foreign policy.

This part of the subject exhausted, a picture is then presented of "dangers beyond the war," if Republican rule is continued. These are declared to be tyranny over the "subjugated" States—corruption on account of the vast increase of civil officers—a new Southern revolt and a foreign war—and the degeneracy of the white race by amalgamation. The people will deal with these matters when the proper time comes. At present their concern is with the war, and not with what may be imagined will follow it.

The rest of this remarkable effusion is made up of an essay on what should be "the policy of the Opposition." It is held that there should be no recognition of negro equality,—no further debasement of the currency; that the troops hereafter to be raised should be obtained through the agency of the State Governments, and be officered by State authority; that the States shall stand after the war as they did before it, "except as to changes which may be agreed upon between or among them;" that if the Constitution is amended, it must be so as further to limit Federal authority, and to provide against the uncontrolled domination of sectional parties, and to make the great body of public officers appointable for fixed terms, and not to be removed except for cause.

Some of these propositions are bold enough, and show the tendencies of this spurious Democracy in a striking way. But they are all foreign to the real vital question now before the people. Upon the point whether the war should or should not be prosecuted until the Rebellion is subdued into a submission to the Federal Constitution, the signers do not declare themselves. Nothing can be found on the subject save a few vague terms of no practical import.

These men seem to have deluded themselves into a belief that the question can be dodged. The notion is absurd. This is the very question which, above all others, the people will insist upon deciding in the Presidential election. If every charge against President Lincoln in their address were true, instead of false, this question would still be the chief public concern. It is as damaging not to meet it at all, as to meet it in a spirit of concession to the Rebels. The party that does either cannot prosper.

The Prize Ring.

JOHN C. HEENAN'S INJURIES ON THE SOUTH-WESTERN RAILWAY OF ENGLAND—MEDICAL EXAMINATION OF THE PUGILIST, AND HIS FRAME FOUND DISEASED — THREE HUNDRED POUNDS AWARDED HIM BY THE RAILWAY COMPANY.

London (July 6) Correspondence of the Belfast News Letter.

Heenan, the pugilist, was one of the persons injured by the late accident on the Southwestern Railway, near Esham. He has sustained partial paralysis of the lower limbs, and some injury to the spine, which, for the present, prevent him from moving about. The medical men who examined him do not, however, think that his frame is permanently injured, but that with rest and a strict attention to diet he may ultimately be restored to an enjoyable state of health.

The examination of his case, however, reveals the fact that the magnificent anatomical structure which occasioned so much admiration in the famous ring at Farnham has become the prey of disease, and that all idea of the transatlantic champion resuming the calling of an athlete is out of the question.

Regard being had to this circumstance, the friends of the ex-pugilist have recommended him to "settle" his claim for compensation against the railway company; and, after a careful investigation of all the facts of the case, the company have awarded him £300. Heenan, who is described as a very simple-minded, inoffensive person, has expressed himself satisfied, and when his health is sufficiently restored he intends to take a "benefit" in the principal towns of England, and then proceed to America with the proceeds.

SPECIAL NOTICES.

☞ TENTH WARD—AVOID THE DRAFT.—A meeting of the citizens of the Tenth Ward will be held at the Rooms,
N.E. corner of BUDD and BACE Streets,
ON FRIDAY EVENING NEXT, July 22d,
At 8 o'clock,
For the purpose of
SELECTING DELEGATES
TO THE
COUNTY CONVENTION,
To take measures to have
Proper credit allowed the Ward
For those who have
Enlisted in the Naval service,
And to adopt such other measures
As may be necessary
TO RAISE MEN TO FILL
THE QUOTA OF THE WARD,
Under the recent call of the President.
MANY CITIZENS.
jy21-2t

☞ TWENTY-FIRST WARD.—A MEETING of the Executive and Collecting Committees of the Ward Bounty Fund Association will be held at MORRIS' HOTEL, Manayunk, on FRIDAY EVENING, July 22, at 8 o'clock, for the purpose of discussing the present organization, in order that the citizens of the Ward may adopt such measures as may be deemed expedient in reference to the latest $500 draft.
jy21-2t A. CAMPBELL, President.
S. A. SMITH, Sec.

☞ OFFICE OF THE PHILADELPHIA, Wilming on and Baltimore Railroad Company, Philadelphia, July 20, 1864.—The rates of freight on all through merchandise transported over the main line of the above-named railroad, with its connections, will be advanced on every description of merchandise embraced in the present classification, to the extent of 20 per cent., on and after the 25th instant.
This advance will take effect Monday, July 25.
H. T. KENNEDY,
Superintendent.
CHARLES E. IDE,
Master of Transportation.
jy21-6t

☞ THE COMING DRAFT.

TO ENROLLED CITIZENS.

WE HAVE NOW ON HAND

TWENTY ALIEN AND CONTRABAND SUBSTITUTES,

Call at once at the Agency,

No. 408 WALNUT STREET,

and secure a Substitute that will exempt you from service during the time of his enlistment, viz.:—Three years.

The draft will certainly take place on

SEPTEMBER 5, 1864.

Do not fail to call at once.
jy20-5t S. H. JOSEPH & CO.

☞ CALL FOR A COUNTY CONVENTION to Avoid the Draft.

At a meeting of the Delegates from the Ward Bounty Fund Committees, held July 9, 1864, the following resolutions, on motion of Sheriff John Thomson, were adopted, viz:

Resolved, That the Wards be requested to reorganize for the purpose of encouraging enlistments.

Resolved, That each ward be requested to elect three Delegates to a general Convention, whose duty it shall be to supervise the general interests of the wards, to promote unity in their action, and to adopt such measures as in their judgment shall be best adapted to fill the quota of the city under any future call of the President.

Resolved, That the officers of this meeting be requested to issue a call for such convention immediately on the issuing of the call for men by the President of the United States.

In conformity with the above resolutions, the delegates that may be appointed by the Wards are requested to meet on MONDAY EVENING next, July 25, in District Court Room No. 2, at 8 o'clock.

DANIEL STEINMETZ, President.
JOHN K. VALENTINE, Secretary.
jy20-tf

☞ DEPARTMENT OF PUBLIC HIGHWAYS, Office, southwest corner of WALNUT and FIFTH Streets.
PHILADELPHIA, July 20, 1864.
NOTICE TO CONTRACTORS.
Sealed Proposals will be received at this office until 3 o'clock P. M., Monday, July 25, 1864, for the Repaving of Dickerson street from Osage (late Church) street to Ash street, in the First Ward; said repaving to be done at so much per square yard, and in accordance with specifications to be seen at this office.
Each proposal will be accompanied by a bond or certificate, that a bond has been filed in the Law Department, as directed by ordinance of May 25, 1860. All bidders will be present at the time and place of opening said proposals, and the lowest bidder will come forward within three days thereafter, or consider his bid withdrawn.
W. N. SMEDLEY,
jy20-them 5 Chief Commissioner of Highways.

☞ TO THE PHYSICIANS OF PHILADELPHIA.—Gentlemen of the Faculty:—Having constructed an apparatus (the first and only one ever brought before the medical profession) that may be used with perfect safety as a therapeutical agent in the treatment of Deafness, Throat Diseases, and in all affections of the air passages; and as it is well known to you and the public that I have for years had the largest practice of any Aurist in the United States in the treatment of these maladies, and, consequently, I have had abundant opportunities of testing the efficacy of my apparatus, I, therefore, for the sake of the progress of medical science, invite you to my office, to make a personal examination of its wonderful properties and adaptability to the cure of those diseases and furtherance of medical research.
F. A. VON MOSCHZISKER, M. D.,
Oculist and Aurist,
No. 1027 WALNUT Street.
jy20-6t

☞ NOTICE.—
The undersigned will apply to the DEPARTMENT OF HIGHWAYS, on TUESDAY, 2d day of August, prox., at 10 o'clock, M., for a contract to Pave Thirty-first street, between Girard avenue and Jefferson street, Twentieth Ward.
The following property owners have signed for said work, and the Department of Highways has appointed that as the time for hearing their objections:
No. 1. Price, 155 feet 2½ inches west side, and 155 feet 2½ inches east side, J. & P. Hains, 300 feet. H. Myers and A. Horn, 150 feet. Hannah H. Rodgers, 200 feet. Peter Sommer, 50 feet. Jacob Bruch, 50 feet. Chas. Read-schler, 100 feet.
GEORGE GRAHAM,
jy20-3t No. 1020 CAMERON Street.

☞ OFFICE CITIZENS' VOLUNTEER SUBSTITUTE COMMITTEE, No. 402 WALNUT Street, July 20, 1864.—This Committee has RENOVED to No. 422 WALNUT Street, up-stairs, where it will receive applications from citizens desirous to secure substitutes or to procure them. A payment of $600 to be made at the time of application, and a power of attorney to be given for the Gen'l Bounty. Substitutes furnished in the order of application.
Veterans and aliens desiring to enlist as substitutes will apply to the Committee, who will have them mustered into service, when they can select their own regiments. Both the bounty paid by the Government, over will be $100; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and low pressure, Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron, Forgings, of all sizes and kinds; iron and brass Castings of all descriptions; Roll-turning, Screw-cutting, and all other work connected with the above business.
Drawings and specifications for all work done at this establishment free of charge, and work guaranteed.
The subscribers have ample wharf-dock room for repairing of boats, where they can lie in perfect safety.
The whole is supplied with the most improved tools, and are provided with shears, blocks, falls, &c., &c., for raising heavy and light weights.
JACOB C. NEAFIE,
JOHN C. LEVY,
BEACH and PALMER Streets.
ja2-tf

BRIDESBURG MACHINE WORKS,
OFFICE,
No. 65 N. FRONT STREET,
PHILADELPHIA.

We are prepared to fill orders to any extent for our well-known
MACHINERY FOR COTTON AND WOOLEN MILLS.
Including all recent improvements in Carding, Spinning and Weaving.
We invite the attention of manufacturers to our extensive works.
jy1-tf ALFRED JENKS & SON.

OWN YOUR COLLIERIES
AND
GET YOUR COAL AT COST.

THIS EFFECTUAL PLAN OF OBTAINING COAL

To about half the market price, offered by the

BROAD MOUNTAIN
MAMMOTH VEIN COAL COMPANY,

No. 121 S. THIRD STREET,

is successfully progressing to its full, speedy, and triumphant consummation.

The great works of the Company, near Tremont, Schuylkill county, are NEARLY COMPLETED, and will supply all SHAREHOLDERS from October next, with the best kinds of COAL AT THE PRIME COST, viz:—

Two Heavy Tons on Each Share Every Year for Twenty-five Years.

The price of each Share in the present series is $17 50, payable half on subscription and half on August 2d next, (and in the next two series it will be $18 and $20).

The MARKET PRICE of a heavy ton (2240 lbs) of Coal is now	$12 50
The PRIME COST PRICE of the same at present rates (July) is—	
For mining, preparing, royalty, and general expenses	$7 35
Transportation over branch railroad	25
Transportation over main railroad to Philadelphia	3 10
Transportation from depot to yard	10
Yard expenses	25
Carting from yard to Shareholder's house	10
Total cost of gross ton delivered at the house in Philadelphia	8 85
Difference between market price and cost price,	$3 65

This makes a saving on two tons for each share of $11 30.

Should the market price be higher, the saving will be still greater, and should the market price be lower, then the cost price will be proportionately lower.

But this is not all. The Company having very large works, and INEXHAUSTIBLE COAL BEDS, FIVE MILES IN LENGTH, will mine much more coal than is annually required for the Stockholders. All the surplus coal will be sold at the ruling market rates, and ALL THE PROFITS will be distributed every six months as CASH DIVIDENDS, among the Shareholders; from which it is confidently expected they will realize every year from 40 to 60 per cent. on their investments, after the first year, in addition to the savings on their coal.

The Company possesses EXCLUSIVE MINING AND TIMBER RIGHTS for a quarter of a century (25 years) in one of the best and richest coal tracts in Schuylkill county, comprising the Mammoth Vein, the Black Heath, Primrose, Daniel, and other Veins. The coal of the Mammoth Vein is White Ash; that of the other Veins partly White Ash, partly Red Ash.

DIRECTORS.

WILLIAM SCHMOELE, President.
ROBERT P. KING,
HENRY SCHMOELE,
ALBERT B. JARDEN,
WILLIAM FORD, Secretary.

For further information, and for shares (at $12 50, payable half on subscribing and half on August 2), apply at the

OFFICE, NO. 121 S. THIRD STREET,
OPPOSITE THE GIRARD BANK.

For READING and vicinity, the Hon. JOSEPH S. HOVER, Mayor of Reading, has accepted the Agency of the Company, after having personally visited and examined the mines and affairs of the Company. The citizens of Reading and vicinity will apply for information and shares at the MAYOR'S OFFICE, at Reading.

The cost price of a gross ton of Coal at Reading, delivered at the house of a shareholder, is at present rates not over $4 50, while the market price amounts to more than double that sum.

HENRY SCHMOELE,
jy14-12t TREASURER.

VANCE STEWART
ROCK OIL COMPANY.
Incorporated June 29, 1864.
Capital, $300,000.
60,000 SHARES.....$5 A SHARE—PAR.

Subscription $2 each share to original subscribers for 50,000 shares, payable $1 each down upon subscribing, and two other instalments of $1 each, payable on the 25th July and 25th August, 1864, respectively.

TEN THOUSAND SHARES
Reserved for Benefit of the Company.

The land purchased by the Vance Stewart Rock Oil Company contains one hundred and thirty-one acres, in the very centre of the oil region, one thousand three hundred and ten feet on the Allegheny river, in Cranberry township, extending back one-half mile, and one mile on both sides of the Lower Two Mile Run, commonly called Van Buren Run, a couple of miles below Franklin, in Venango county, Pennsylvania. The Allegheny river Territory is yielding abundantly, and will present the richest harvest of an excellent quality of Oil, the numerous wells underlying its banks producing Oil with ever still greater regularity than the wells along Oil Creek.

It is believed that the flow of Oil below the borough of Franklin, on the Allegheny river, will probably never become exhausted, because the stratification, or volcanic disruption of rock differs in a south-westwardly direction; consequently the beds of Oil would be nearer the surface at the upper end, say of Oil Creek, and wells would require to be bored deeper in proportion lower down on the river, where, however, there would be no need to go to the least permanent, and a much greater supply and superincumbent body or shale of Oil. It is certain that scarcely wells on the river, in the immediate vicinity of this land, have continued productive during the past three or four years in unwavering and steady daily yield of oil.

A glance at the map will demonstrate the fact that the Lower Two Mile Run and Oil Creek are on the same diametrical straight line, and may almost be said to constitute *one* of the identical same *range* between the range of hills, from each other about three miles apart in nearly the same direction. It would, therefore, not be extraordinary to find by boring well in this tract a sufficient depth of perhaps eight hundred and fifty feet, that the Company's wells may soon find the line of Oil Creek in their supplies of hundreds of barrels of oil daily, and consequent profits would finally be the inevitable result to the shareholders of the company.

On this particular tract of land there has been let on lease for twenty years, a well now containing a fair portion of good Oil, although its depth of bore is considered quite insufficient to insure a large flow. Fifty per cent. of the Oil at this well's mouth was reserved as a royalty to the former owners of the land, and still at once inure to the benefit of the Company. There are also two other wells bored a few hundred feet apart, and completed, but undecided as to the future show of Oil; as a rule days can generally be scooped out of them, and no doubt seems to exist that they will both prove highly remunerating wells when bored a reasonable depth. Another well is half bored, and promises a satisfactory yield.

Samples of Oil procured from these wells can be seen at the office of the Company, No. 213 WALNUT Street.

The Company will finally own, comprising one hundred and thirty-one acres, including the royalty of fifty per cent. of oil for the leased well, now pumping, and the entire right of the three wells partially developed, is purchased by the Company direct from the owners, for the moderate price of $125,000, with a Grist Mill in due order, a saw house, &c.; also patches of timber.

The sale of stock will pay cash for the land in full, and leave the sum of $17,500 for working capital on hand, with which to complete the three old wells, and also to bore two new wells, with five steam engines, &c., to be in running order within a few months; arrangements will be made to accomplish the objects without delay. No subscriptions will be accepted for less than fifty shares.

The vast fortunes reaped by Rock Oil Companies established here and elsewhere are important. The Oil trade is yet in its infancy, and the demand constantly increasing. Its price is now $12 per barrel at the well's mouth, exclusive of the cask.

Large wells will doubtless be struck at the depth of 850 feet, so as to reach the third Sand-stone Rock. Wells have been bored hereabouts to the depth each of about 500 feet in this vicinity. It is proposed to bore twenty wells on this property during the present year. There is room for one hundred wells. A perfect title, clear of all incumbrances is confidently assured to the Company.

Lists of subscription are now open until the 50,000 shares are subscribed, payable $1 per share, to the order of Alderman JAMES McCAREN, the Treasurer of the Company, No. 406 WALNUT Street, or at No. 125 WALNUT Street, or at the office of the Company, No. 213 WALNUT Street.

The public are invited to call for a prospectus.
jy5-tf

PAINTING!! PAINTING!!
No. 47 S. THIRD STREET,
ABOVE CHESNUT,
Philadelphia.

FAHY & BROTHER,
HOUSE, SIGN, AND ORNAMENTAL PAINTERS.
Graining, Glazing, Gilding on Glass, Kalsomining, Paper Varnishing, &c. and tf

EDMUND A. SOUDER & CO.,
COMMISSION MERCHANTS,
AND SHIP AND STEAMBOAT AGENTS,
DOCK STREET WHARF,
PHILADELPHIA.
EDMUND A. SOUDER,
ARCHIBALD GETTY,
STEPHEN T. SOUDER.
ja1-tf

REMOVAL.—THOMAS M. PLOWMAN, Carpenter and Builder, has removed his shop from No. 71 Strawberry street to No. 222 CARTER Street, adjoining the old Post Office Building. Having increased facilities for carrying on the business extensively, he hopes to receive a share of public patronage.
jy7

CITY ORDINANCES.

AN ORDINANCE

To make an appropriation to the Department of Highways, Bridges, Sewers, and Cleansing, the City, to pay deficiencies in the pay rolls of Supervisors for the year 1863.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of nine thousand two hundred and twenty-nine dollars and twenty-eight cents ($9229 28) be, and the same is hereby appropriated to the Department of Highways, &c., to pay deficiencies in the pay rolls of Supervisors for the year 1863, as follows:—

Item 1. To R. Hoover, Supervisor of the First Ward, one hundred and forty-seven dollars and fifty cents ($147 50).

Item 2. To John Shay, Supervisor of the First Ward, three hundred and ninety dollars and twenty-five cents ($390 25).

Item 3. To Thomas Roach, Supervisor of the Second Ward, four hundred and seventy-six dollars and twenty-five cents ($476 25).

Item 4. To M. W. Farrell, Supervisor of the Fifth and Sixth Wards, seventy-seven dollars ($77).

Item 5. To John Grimes, Jr., Supervisor of the Fifth and Sixth Wards, five hundred and forty dollars and forty-eight cents ($540 48).

Item 6. To S. S. Mullen, Supervisor of Seventh and Eighth Wards, five hundred and forty-four dollars and thirty-eight cents ($544 38).

Item 7. To J. Craig, Supervisor of the Ninth and Tenth Wards, three hundred and ninety-five dollars and seventy-five cents ($395 75).

Item 8. To Jesse Wood, Supervisor of the Eleventh and Twelfth Wards, one hundred and two dollars and seventy-three cents ($102 73).

Item 9. To Andrew Alexander, Supervisor of the Thirteenth and Fourteenth Wards, eight hundred and sixty-seven dollars and seventy-three cents ($867 73).

Item 10. To F. McCaffrey, Supervisor of the Fifteenth Ward, three hundred and forty-one dollars ($341).

Item 11. To John Quinn, Supervisor of the Sixteenth and Seventeenth Wards, three hundred and sixty-six dollars ($366).

Item 12. To William Alexander, Supervisor of the Eighteenth Ward, one hundred and twenty-eight dollars and sixty-two cents ($128 62).

Item 13. To James McAlarn, Supervisor of the Nineteenth Ward, two hundred and fifty-three dollars and eighty-four cents ($253 84).

Item 14. To John Hidey, Supervisor of the Twentieth Ward, three hundred and three dollars and twenty-seven cents ($303 27).

Item 15. To Charles Cannon, Supervisor of the Twenty-fifth Ward, two hundred and forty-eight dollars and seventy-eight cents ($248 78).

Item 16. To J. P. Moyer, Supervisor of the Twenty-first Ward, eight hundred and fifty dollars and seventy-five cents ($850 75).

Item 17. To Lieut. McKernon, Supervisor of the Twenty-first Ward, two hundred and fifty-nine dollars and forty cents ($259 40).

Item 18. To H. Rocking, Supervisor of the Twenty-third Ward, two hundred and seventy dollars and seventy-five cents ($270 75).

Item 19. To Edward S. Swope, Supervisor of the Twenty-fourth Ward, one hundred and twenty-six dollars and eighty-seven cents ($126 87).

Item 20. To Joseph Jones, Supervisor of the Twenty-third Ward, ninety-two dollars and fifty cents ($92 50).

Item 21. To Jesse Bonner, Sub-visor of the Twenty-fourth Ward, eighty-nine dollars and ninety-five cents ($89 95).

Item 22. To John L. Cain, Supervisor of the Twenty-fourth Ward, one hundred and fifty-six dollars and sixty cents ($156 60).

Item 23. To Miles Burk, four hundred and sixteen dollars and fifty cents ($416 50).

And warrants for the payment of the same shall be drawn by the Chief Commissioner of Highways in accordance with existing ordinances.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.

JAMES LYND,
President of Select Council.

Approved this eighteenth day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.
It

PROPOSALS.

OFFICE ARMY CLOTHING AND Equipage.
PHILADELPHIA, July 20, 1864.

Sealed Proposals will be received at this office until 11 o'clock M. on TUESDAY, the 26th inst., for supplying the Schuylkill arsenal at the following articles, viz:—

Navy blue Kersey, army standard, ¾ or 6-4 wide, to be made from pure wool, and free from shoddy.
Blue flannel Sack Coats
Haversacks, oil cloth, lined.
Blankets, vulcanized India Rubber or Gutta Percha, for infantry.
Boots and Boottees, } To be sewed by hand or machinery, but if by machinery, to be double-soled, without welts.
Drums, artillery, 9¾ and full size.
General Hospital Legs.
Company Order Books
Company Descriptive Books.
Regimental General Order Books.
Regimental Order Books.
Brigade, Division, and Headquarter Books, viz:—
Brigade Letters received.
Brigade Letter.
Brigade Order.
All the above articles to be of army standard.

ALSO,

Linen Linings; samples required.
Army standard samples of each of the above articles can be seen at this office, to which deliveries must strictly conform.

Bidders must state in their proposals the price, (which must be given in writing, as well as in figures,) and also the quantity and times of delivery.

Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the guarantee, and be certified to be bona fide and sufficient sureties for the amount involved, by some public functionary of the United States.

Bids from defaulting contractors, and those that do not fully comply with the requirements of this advertisement, will not be considered.

Blank forms for proposals, embracing the terms of the guarantee required on each bid, can be had on application at this office, and bids or offers which do not embrace this guarantee, will be considered, nor will any proposal be considered which does not strictly conform to the requirements therein stated.

Bids must be enforsed "Proposals for Army Supplies," stating the article bid for.

G. H. CROSMAN,
jy21-6t Assistant Quartermaster General, U. S. A.

PROPOSALS FOR MALLEABLE IRON Cavalry Trimmings.

ORDNANCE OFFICE, WAR DEPARTMENT,
WASHINGTON, July 14, 1864.

SEALED PROPOSALS will be received at this office until SATURDAY, August 20, 1864, at 12 o'clock, M., for the delivery at the following points and in the following quantities of malleable iron trimmings for cavalry equipments:

At the New York Agency, New York, 20,000 sets.
At the Frankford Arsenal, Philadelphia, 20,000 sets.
At the Watervliet Arsenal, West Troy, N. Y., 20,000 sets.
At the Rock Island Arsenal, Rock Island, Illinois, 20,000 sets.
At the St. Louis Arsenal, 10,000 sets.

Each set is to consist of the numbers of each kind of buckle, square, ring, bell, stud, &c., as now prescribed.

The irrets to be of the same pattern, and of the same size as now furnished from the Allegheny Arsenal, and to be made to gauges which will be furnished to the successful bidder or bidders upon signing the contract.

The goods are to be put up in papers, in the usual manner, and packed, each article complete sets in a box of a size to be designated by the Chief of Ordnance, Washington, D. C., and will be enforsed "Proposals for Malleable Iron Cavalry Trimmings."

GEORGE D. RAMSAY,
jy19-tuthsaw30 Brig.-Gen., Chief of Ordnance.

☞ TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform the ship captains and the owners of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to all vessels entrusted to his care for repairs.
Captains or Agents, Ship-Carpenters and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Weiterstedts' Patent Metallic Composition," or Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock.
mh11-tf Delaware Avenue, above Laurel Street.

STURGES & FROST, No. 9 MECHANIC Street, Newark, N. J., want first-class Agents in all parts of the United States to sell their Patent Governor. Address as above, with two 3-cent stamps, for circular and terms.
Agents Clear $10 per day.
jy19-thtu1m

PROPOSALS.

ORDNANCE OFFICE, WAR DEPARTMENT, WASHINGTON, July 12, 1864.

SEALED PROPOSALS will be received at this office until WEDNESDAY, August 17, at 12 M., for the delivery at the Watervliet Arsenal, West Troy, N. Y., of the following articles, viz:—

200 12-pounder Gun Bronze Barrels.
100 12-pounder Gun Iron Barrels.
200 12-pounder Solid Shot.
100 12-pounder Spherical Case.
600 12-pounder Iron Shot.
600 12-pounder Spherical Case.

These projectiles are to be made of the kind of metal and inspected after the rules laid down in the Ordnance Manual, the one a strength of the iron to be not less than 20 lbs. per square inch.

Drawings can be seen at any of the United States Arsenals.

The gun castings are to be inspected at the foundry where cast, and are to be delivered at the Arsenals free of charge for transportation or handling.

Bidders will state the rate at which they will deliver Parrotts to make deliveries at a specified time will subject the contractor to a forfeiture of the number he may fail to deliver at that time.

Separate proposals must be made for each article.

No bids will be received from parties other than regular and bona fide manufacturers of the articles proposed for, and who are known to the Department to be capable of executing in their own shops the work proposed for.

Proposals not made out on this form will not be considered.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee, signed by two responsible persons, that, in case his bid be accepted, he will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to deliver the articles proposed, in conformity with the terms of this advertisement, and in case the said bidder or bidders shall fail to enter into a contract, they to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the clerk of the nearest District Court, and the United States District Attorney.

Bonds in the sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders, upon signing the contract.

FORM OF GUARANTEE.

We, the undersigned, residents of ——, in the county of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee, in case the foregoing bid of —— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed, in conformity with the terms of the advertisement, dated July 14, 1864, under which the bid was made; and in case the said —— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

Given under our hands and seals this —— day of ——, 186—.

Witness: } [Seal.] [Seal.]

To the guarantee must be appended the official certificate above mentioned.

Each party obtaining a contract will be obliged to enter into bonds, with approved sureties, for the faithful execution of the same.

Upon the award being made, successful bidders will be notified, and furnished with forms of contract and bond.

The Department reserves the right to reject any or all the bids, if deemed unsatisfactory on any account.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C., and will be endorsed "Proposals for Artillery Blankets."

GEO. D. RAMSAY,
jy19-tuths1m Brig.-Gen., Chief of Ordnance.

PROPOSALS FOR RATIONS.

QUARTERMASTER'S OFFICE,
U. S. MARINE CORPS,
WASHINGTON, July 16, 1864.

Sealed Proposals will be received at this office until 3 o'clock P. M., of the 4th day of August next for furnishing rations to the United States Marines, at the following stations, until the 31st December, 1864, viz:—

Key West, Florida

Evening Telegraph

THURSDAY, JULY 21, 1864.

ONLY A BABY'S GRAVE.

Only a baby's grave!
Some foot or two, at the most,
Of star-daisied sod, yet I think that God
Knows what that little grave cost.

Only a baby's grave!
To children even so small,
That they sit there and sing—so small a thing
Seems scarcely a grave at all!

Only a baby's grave!
Strange how we moan and fret
For a little face that was here such a space—
O more strange, could we forget!

Only a baby's grave!
Did we measure grief by this,
Few tears were shed on our baby dead;
I know how they fell on this.

Only a baby's grave!
Will the little life be much
Too small a gem for His diadem,
Whose kingdom is made of such?

Only a baby's grave!
Yet often we come and sit
By the little stone, and thank God to own
We are nearer Heaven for it!

—[*London Good Words for May.*

Death of Washington Wilks.

We have as a nation so few true, earnest, fearless friends in England that the death of one of them at this juncture is doubly a matter of regret. Such a friend was Washington Wilks, who died at a public meeting at Freemason's Hall, London, on the 27th ultimo, while speaking before a large audience. The Boston *Commonwealth* says:—

"He was in the course of delivering a speech, in his ordinary forcible and eloquent manner, when suddenly a ghastly paleness overspread his countenance, and, turning to a friend on the platform, he asked for a glass of water. The request was promptly complied with, and Mr. Wilks stretched out his hand to take the water; but the grasp of the destroyer was upon him, and before he could touch the glass, he fell backwards, insensible, on the platform. Several medical gentlemen were promptly in attendance, and all that medical skill could devise, including the application of a powerful galvanic battery, was tried to restore animation, but in vain. Meanwhile the meeting had remained assembled in a state of anxious excitement, until, after the lapse of some twenty minutes, it was announced that the powerful and popular orator was certainly dead. Then the meeting immediately broke up, each individual struck with consternation and sorrow at the unexpected and lamentable catastrophe."

Mr. Wilks was one of the editors of the London *Morning Star*, and wrote the able articles on American affairs, which have so distinguished that paper as a true defender of the North and the cause of liberty. As an author, he is known by an admirable "History of the First Half of the Nineteenth Century. He first became noted as a writer for the *Nonconformist.*

The cause of his death was decided to be serous apoplexy, produced, it is supposed, by the excitement of speaking on a subject—Parliamentary Reform—in which he was peculiarly interested; and the verdict of the coroner's jury was "Death from the effects of congestion on the brain, caused by sudden excitement." The deceased was thirty-eight years of age. The *Star*, the next day published these lines:—

IN MEMORIAM.

WASHINGTON WILKS, DIED JUNE 27, 1864.

Last eve he watched, with eager gaze,
The Senate, thronged with England's best;
To stay his swift-winged pen hath rest,
No more to portion blame or praise.

Last night the people's cause he led,
And, leading, drew the wonted cheers.
A sudden pallor roused their fears—
The rush of friends was vain—dead! dead!

He died in harness. So to die
An honored grave is nobly won;
We grieve, a high career half run,
He 'neath the sod shall peaceful lie.

The friend of all the sore oppressed,
His fervid, fearless, patriot zeal
Was edged e'en only the common weal,
And strove that wrong might be redressed.

'Tis well—for what God wills is well;
The seed he sowed shall fruitful spring;
And they who harvest treasures bring
Shall of his labors speak, and how he working fell.

Paris Fashions for July.

Rarely has greater taste been displayed than in the manufacture of the organdie muslins, mousselines de soie, Pompador silks, and foulards, now so much worn. The last named material seems as if it would never be out of favor; we see it at all times and seasons, but the plain ones are now replaced by the most elegant and luxurious designs. Muslin dresses are generally of the same patterns as the foulards, but are covered with some very small pattern checks, spots, or stripes.

Moires or thick taffetas have disappeared. For less dressy wear the popelines, llamas, and poils de chevre or mohair are much in favor—in fact, anything of the llama kind is in the ascendant. Pique dresses are much worn with mantles of the same, and are mostly with pretty designs in black woolen braid, for the convenience of washing, and with pois of crochet in black in-grain cotton.

White dresses are much worn, in all suitable materials. If of muslin, they are generally trimmed with in-grain colored muslin in flounces of plaitings. Narrow black velvets are still a very fashionable trimming, especially for young ladies.

The llama or mohair dresses printed in imitation of braiding have become very common. This style is still in favor for petticoats for morning wear. The colored petticoats are extremely handsome, and very richly trimmed. The most habilles of these are of white alpaca, trimmed to correspond with the dress with which they are intended to be worn.

Muslin or thin dresses are worn over colored tarlatans. This has a very pretty and aerial effect, and is infinitely more economical than silk slips. Many silk dresses have a pattern printed on them, to imitate revers, ribbons, sashes, &c. In this case, the dress requires no other trimming than the ornament thus simulated.

White bodies are very much worn, and with them corselets of silk, or the same material as the skirt. The Garibaldi bodies, hanging loose, are now made without any running or band at the waist, so that they can be arranged to fit the wearer, and the skirt is placed over them.

Ruches—decidedly the most elegant trimming ever introduced—are as much in favor as ever. They are generally pinked or frayed at the edges, and made very full. Bugles, whether white or black, are exceedingly fashionable. Shawls do not seem quite so much in favor for dress wear as formerly. In their place we see the silk half-fitting mantle with lace flounces or the camail of lace.

The silk paletots intended for toilettes de visite are made with three seams down the back, nearly fitting to the figure, and with a deep flounce of lace, headed by drop buttons or bugle trimmings. The sleeves are wide at the elbow and small at the wrist. They are revers and epaulettes of passementerie.

Morning dresses are generally made with a mantle of the same, either paletot or circular crape. China crape shawls, of a light maize color, embroidered in black, and surrounded with deep guipure trimmings, have made a great sensation this season.

Bonnets have materially altered in shape, dress bonnets being made with a small puffing of tulle in lieu of the curtain. The hair is worn below this, and a flower or bow of tulle placed at the edge of the bonnet so as to fall on the hair. These are only intended for *dejeuners*, weddings, or morning concerts. Those for walking wear are more like those we have been wearing lately.

Hats now worn are much the same shape as those seen last month. The fashion of wearing glass ornaments in the hats is rapidly disappearing. Bonnets or hats are seldom seen now unaccompanied by the small veil called "loup."

Wages Paid for Skilled Labor.

Workmen and laborers are now receiving comparatively high wages in this city, or what would have been high had the price of provisions, &c., remained at reasonable figures. As it is, the compensation is small, and we shall doubtless hear of interruptions until the prices are adjusted more equally. Even now there is discontent, and we advise all those workmen who have good steady employment to remain where they are, as there seems to be plenty of men here now in most branches of trade.

Machinists, vice hands, receive on an average $2·70 per day of ten hours, overtime extra; metal-turners, $2·[illegible]; moulders, $2·60; coppersmiths, $3; pattern-makers, $2·80; blacksmiths, $2·00; painters, $2·25; carpenters, $2·50; boiler-makers, $2·75 to $3; printers on daily papers consider it a poor night's work if they do not make $5—their work being paid for by the 1000 ems—but the average pay by the week is $18; conductors on our city cars receive $2 for twelve hours' work, and there are too many applicants seeking for the places.

These prices, it will be remembered, are not the outside, but the average rates. Very many machinists receive three dollars and upwards, but they are extra good workmen. We have given the prices as they are paid in our large machine shops.—*Scientific American.*

Letter from the Chairman of the Union and Emancipation Society of Manchester.

The following letter from Mr. John Hill Estcourt, chairman of the Union and Emancipation Society of Manchester, England, is a warm expression of sympathy with our Government in its struggle with the Rebellion. The society of which Mr. Estcourt is chairman receives and distributes the publications of the Loyal Publication Society of this city, and is thus doing a good work in England.

"No. 41 DORSET STREET, HUME, MANCHESTER, July 1, 1864.—My Dear Sir:—The objects of your Loyal Publication Society are in the highest degree commendable, and will do immense service to the citizens of both countries. The crisis of this year is of solemn importance, and we on this side feel intensely the dangers arising therefrom.

"From the first day that rebellion became a fact, to now, I have never doubted the issue. It must be and will be conquered. The sacrifice is vast, must be as extensive as the free people of the United States; and the keenness of mental suffering, anxiety, and suspense endured by them are only known to themselves.

"Physically the Union power must subdue all its foes, but in the doing of that the multiplicity of dangers that come out of that subjugation is indeed alarming. Were your people less intelligent, less virtuous, less morally strong, the reaction would be a despotism, and Union; but with the mental force, the virtue, power, and the moral heroism, I see nothing to fear for the future. These forces must perceive clearly and distinctly all the dangers of the past connected with the damning slavery of the chivalry and so seeing must rise up to that grand eminence of moral dignity that shall sleep not nor weary until the last shred of that garment of blood and oppression is cast in to the sea, and thus the base of a new era will be laid in practical freedom and unity of principle. I am not disappointed at the result of the amendment of the constitution proposition, with the Copperhead party so strong in the representative House. I could not calculate on a two-third majority, and now it will go to the country as a distinct platform for their acceptance, and to carry which a strong House will be elected.

"There must be a positive prohibition in the constitution as well as a theoretical principle of all men's equality, and my prayer is that the American people will not let the politics of the country be calm until it is a certainty that the National Government by virtue of its supreme laws, must carry freedom *per se* into all its territory. Then shall the Atlantic ring out to the Pacific, and all the mountains and valleys catch the strain, God hath made of one blood all the nations of men to dwell together in peace. Sir, your country will then be the grandest moral power in the world; the greatest nation of free labor among the nations of the earth; and your prosperity be multiplied a thousand fold!

"Yours very faithfully,
"JOHN HALL ESTCOURT.

"William T. Blodgett, Esq."
—*New York Evening Post.*

Naval Movements—Great Screw Steamers Ordered.

Orders have been sent to navy yards and private ship-builders, who had already received preliminary instructions, to commence at once the remaining vessels of the great screw fleet of 1864, which the Government has resolved to add to the Navy. Many of the vessels are already far advanced toward completion, and one of them will be launched on Thursday at the Boston Navy Yard. The names of those to be taken in hand now are:—

Antietam,	Hassale,	Java,
Arapaho,	Illinois,	Kewaunee,
Keywaydin,	Mamon,	Minnetonka,
Neosho,	Mohican,	Ontario,
Pushmataha,	Piscataqua,	Tagasa,
Wanaset,	Wanaga,	Willamette.

The *Java* is called after the vessel of that name captured from the British in the war of 1812. The *Illinois* is, we believe, the first regular man-of-war called after the great S ate of that name. The *Mattawaska, Idaho, Wampanoag, Guerriere,* and many others are nearly finished, so far as the building of the hulls is concerned. The naval constructors are taking more trouble to give these ships every desirable quality of strength and power than could be easily described.

Trip to Lookout.

We took a ride up to Lookout to-day, and making a thorough reconnoissance, found everything prosperous. Colonel McCreery, commanding Engineer Brigade and commandant of the post, was, as usual, courteous and accommodating. The Engineer Brigade, under its present Colonel, is doing invaluable services for the Government in the way of erecting and working mills, building houses, hospitals, etc. Colonel Bishop, of the 21st Michigan, gave us the right hand of fellowship, and we want no warmer or manlier grasp.

We were glad to meet Colonel Hambright, of the 79th Pennsylvania, who received a severe wound at the battle of Reseca. The Colonel's health is rapidly improving, and he goes to the front in a few days to join his regiment. The health of both officers and men on Lookout is excellent. Their situation is healthy, and their wants well supplied. Captain Robinson and his kind lady will pardon us for returning thanks for their kindness and attention. We would like to live on Lookout, where there are lots of pretty girls, and plenty of fun.—*Chat. Gazette 15th.*

General Longstreet's Whereabouts.

From the Atlanta Confederacy July 7.

Some uneasiness has been felt regarding the safety of this distinguished leader—the enemy, at last accounts, being in fearful proximity to his temporary place of abode. The Savannah *Republican* is gratified to be able to state that he got information in time, and was in Danville Saturday last. His condition is greatly improved, and he expects to return to his command by the first of next month.

The Columbia *South Carolinian* says:—"Lieutenant General Longstreet, who arrived here on Sunday, *en route* for Augusta, Georgia, was occupied yesterday in receiving our citizens, numbers of whom availed themselves of the opportunity of paying their respects to the old chief and wishing him God-speed in his mission of glory and greatness."

Lieutenant-General Longstreet arrived in Augusta, Georgia, yesterday. Notwithstanding his severe wound, which has temporarily paralyzed an arm, he is looking well. He is the guest of Josiah Sibley, Esq.

Sailing of the "Fire Queen."

On Saturday, July 9th, the splendid new steamer *Fire Queen*, Captain Henry W. Johnson, commander, sailed from this port via St. Johns for Shanghai, China. Among the passengers was Mrs. Johnson, the commander's beautiful young wife, who for a second time accompanies her husband to the Chinese Empire. The *Fire Queen* is the fifth steamer built by Capt. Johnson for the Chinese trade, and she is a very superior first-class vessel, 300 feet in length. Her arrangements and decorations are superb, and if she reaches her destination in safety—of which there is but little doubt under her experienced commander—we think she will astonish the natives of the Celestial Empire somewhat. The best wishes of the many friends of those on board attend them on their long voyage.—*Scientific American.*

Sufferings of Newspaper Correspondents by the Raid.

Captain E. A. Paul, army correspondent of the New York *Times*, occupies a residence which was brought, by force of circumstances, within the lines of the Rebels (variously estimated at from 500 to 55,000), during the late siege of Washington. The Johnnys did not burn the house, but made free with its contents to a considerable extent, some of them arraying themselves in Captain Paul's good clothes. They also captured two game cocks which were on the premises, belonging to another newspaper correspondent—Mr. Henry, of the *Tribune*—and boned and ate them. This conduct has incensed the correspondents of the press in this city to the last degree.

MILITARY.—Brigadier General John P. Slough to-day turned over to Lieutenant W. W. Winship, Assistant Provost Marshal of the Department of Washington, all the duties pertaining to the Department of Alexandria of a local character, and which are comprised in those which have been until now discharged by the local provost marshal. Lieutenant Winship has assumed the discharge of those duties, and signifies his intention to keep in force the present system and regulations until the general orders regulating the department shall have been issued, which will be about the 20th instant. General Slough is not by this arrangement relieved from the military governorship of the Department.—*Alexandria Journal, 19th.*

THE KANAWHA OIL WELLS.—A late letter from the Kanawha oil region says:—"Oil is worth fifteen dollars per barrel at our wells in bulk. Good territory has gone up out of reach of common people. The wells on Horse Neck are now producing more than one hundred and fifty barrels per day, and all of the Burning Springs region will not exceed that amount. There are any quantity of wells being bored, but no good ones completed. We are boring on territory that we think is good, lying between the Hughes river and Burning Springs, in Wirt county.

—Hon. James F. Simmons, ex-United States Senator from Rhode Island, died last week at his residence in Johnson, Rhode Island. He began his Senatorial service with Harrison's Administration, and with such associates as Clay, Calhoun, Buchanan, Clayton, Crittenden, Benton, Choate, Preston, Southard, Wright, Dix, and others of that stamp. He retired in 1847, and returned to the Senate again in 1857, for one term.

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No. 205 S. WATER Street,
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Imitation Brandy and Wine Casks, and all kinds of Work made of Old and New Stuff always on hand or made to order.
COAL PACKED IN HOGSHEADS FOR SHIPPING.
All kinds of Trimming punctually attended to. jy1-1m

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ESTABLISHED 1844.
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Political Campaign Clubs fitted out with Lanterns, Badges, Banners, and Flags at reasonable rates. jes 3m

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Banners, Regimental and Company Flags, Swords, Sashes, Belts, Passants, Epaulets, Hats, Caps, Canteens, Haversacks, Camp Kits, Field Glasses, Spurs, and everything pertaining to the complete outfit of Army and Navy Officers.
A liberal discount allowed to the trade. my10-3m

FURLOUGHS—FURLOUGHS.
Officers and soldiers visiting the city on furloughs, needing
SWORDS,
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MILITARY EQUIPMENTS,
ARE INVITED TO THE EXTENSIVE
MANUFACTURING ESTABLISHMENT
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GEORGE W. SIMONS & BRO.
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PRESENTATION SWORDS
Made to order at the shortest notice, which for richness and magnificence challenge competition, no other house in the country combining the MANUFACTURING JEWELER WITH THE PRACTICAL SWORD MAKER. 1st

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The subscriber informs the public that he is disposing of his large and well-selected stock of
OLD BRANDY, GIN, PORT WINE, SHERRY
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At wholesale prices. These are from the old stock on hand. Purchasers wishing a superior article for private use would do well to call at
HENRY HUDDY'S
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NEW COMPANIES FORMING CAN BE supplied with
CERTIFICATES OF STOCK,
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And every variety of Account Books and Stationery, on reasonable terms, at
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EXPLOSIONS.—LET EVERY MAN WHO owns a Steam Boiler read this notice.
Ashcroft's Low Water Detector never fails to give from one-half to two hours' warning, as desired, that the water is getting low in the boiler, and that danger is approaching. The instrument requires no care and is warranted in [illegible].
Also, Steam and Water Gauges, with Scotch glass tubes, self-cleaning gauge-cocks, &c.
Send for circular containing Philadelphia letters and [illegible].
AUGUSTUS S. BATTLES,
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CARPETS, MATTINGS, OIL CLOTHS AND Window Shades from New York auction sales, [illegible] Manufacturers' prices, [illegible]. Lowest prices. No. 147 S. SECOND Street, first door above Walnut, opposite Corn Exchange.
jy7-1m

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Manufactured in Sterling Silver and Copper and White Metal. Sample sent by mail free of charge on receipt of 25 cents. Agents wanted. E. SPENCER,
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ja26 ly JOSHUA H. COUSTY.

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Also, all kinds of Second-Hand Machines, for Sale and Repaired at the new office of
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THE MOST CERTAIN REMEDY EVER USED.
Yes, a positive cure for
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Contains no Mineral, no Balsam, no Mercury.
Only ten pills to be taken to effect a cure.
Cures in from two to four days, and recent cases in twenty-four hours. Prepared by a graduate of the University of Pennsylvania, one of the most eminent Doctors and Chemists of the present day.
NO EXPOSURE, NO TROUBLE, NO CHANGE WHATEVER.
Let those who have despaired of getting cured, or who have been gorged with Balsam Copaiva, or Mercury, at once try the
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Is offered to the public as a positive cure.
SYPHILIS OR VENEREAL DISEASES, the SAMARITAN'S ROOT AND HERB JUICE, is the most potent, certain, and effectual remedy ever prescribed; it reaches and eradicates every particle of the venereal poison so that the cure is thorough and permanent. Take then of this purifying remedy and be healed, and do not transmit to your posterity that for which you may repent in after years.
DO NOT DESPAIR!
Although you may be pronounced incurable, the SAMARITAN'S ROOT and HERB JUICES will remove every vestige of impurities from the system, as well as all the bad effects of Mercury.
FEMALES! FEMALES!
In many affections with which numbers of Females suffer, the ROOT AND HERB JUICES most happily adapted, in Ulcerated Uterus, in Leucorrhœa, in bearing down, Falling of the Womb, Debility, and for all complaints incident to the sex.
Sent by express. Price $1 a bottle, or 6 bottles for $5.
SAMARITAN'S WASH
Is, in cases of Syphilis, used in connection with the Root and Herb Juices. Full directions. Price 25 cents.
The efficacy of these remedies is a like acknowledged by physicians and patients. They are used in the United States Hospitals, thus restoring health to many of our brave soldiers.
From the Baltimore "Sun":—
WHAT THE SURGEONS SAY OF THE SAMARITAN'S REMEDIES:—
"POST HOSPITAL, FORT MARSHALL,
Baltimore, Md., Feb. 20, 1864.
"I have great satisfaction in saying that I have used 'The Samaritan Remedies' for Venereal Disease in its most customary forms; but I have used them with its great discretion and propriety, and have found them respond to my anticipations promptly and effectually. Knowing their composition, I have the fullest confidence in their efficacy, and, as far as my use of them extends, I recommend them strongly.
"ALFRED C. BOWERS,
"Assistant-Surgeon 8th New York Vols."
Let it be understood that these remedies are as recommended, and will positively cure the diseases for which they are offered.
Sold by S. C. UPHAM,
No. 25 S. EIGHTH Street.
DESMOND & CO.,
jy5-tuths3m No. 815 RACE Street.

CLERK'S OFFICE, COMMON COUNCIL.—
Philadelphia, July 5, 1864.
In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on Thursday, the 30th day of June, 1864, the annexed bill, entitled
"AN ORDINANCE
TO AUTHORIZE AN ADDITIONAL LOAN TO MEET THE EXPENSES INCIDENT TO THE DEFENSE OF THE CITY, AND FOR OTHER PURPOSES,"
is hereby published for public information.
WM. F. SMALL,
Clerk of Common Council.

AN ORDINANCE
TO AUTHORIZE AN ADDITIONAL LOAN TO MEET THE EXPENSES INCIDENT TO THE DEFENSE OF THE CITY, AND FOR OTHER PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor is hereby authorized to borrow at not less than par, on the credit of the corporation, such sums of money as may be required by the City Treasurer, from time to time to provide for the families of volunteers from the city of Philadelphia in the service of the United States, and for the defense of the city, not exceeding in the whole the sum of five hundred thousand dollars; for which interest not to exceed the rate of six per cent. per annum shall be paid half yearly, on the first days of January and July, at the office of the City Treasurer.

The principal of the said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before without the consent of holders thereof, and certificates therefor, in the usual form of such certificates of City Loans, shall be issued in such amounts as the lenders may require, but not for any fractional part of one dollar, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the said loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue hereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates, so issued, shall be appropriated quarterly out of the income and taxes to a sinking fund, which fund and its accumulations, are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION
AUTHORIZING THE CLERK TO PUBLISH THE ORDINANCE.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers in this city, daily for four weeks, the ordinance presented to Common Council, at a stated meeting thereof, held on the 30th day of June 1864, entitled
"An Ordinance to Authorize an Additional Loan to meet the expenses incident to the defence of the City, and for other purposes."
And the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each said newspapers for every day in which the same shall have been made. jy9 4w

CLERK'S OFFICE, COMMON COUNCIL,
PHILADELPHIA, July 5, 1864.
In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on Thursday, the 30th day of June, 1864, the annexed bill, entitled
"AN ORDINANCE
TO AUTHORIZE A LOAN FOR SCHOOL PURPOSES,"
is hereby published for public information.
WM. F. SMALL,
Clerk of Common Council.

AN ORDINANCE
TO AUTHORIZE A LOAN
FOR SCHOOL PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain—That the Mayor is hereby authorized to borrow at not less than par on the credit of the corporation, the sum of one million dollars, to provide for the erection, extension, and completion of buildings for school purposes in the First School District of Pennsylvania, for which interest, not to exceed the rate of six per centum per annum, shall be paid half-yearly, on the first days of January and July, at the office of the City Treasurer.

The principal of the said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of City Loan, shall be issued to such persons as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the said loan therein mentioned, and the interest thereof, are payable free from all taxes.

Section 2. The amount of said loan shall be appropriated, [illegible] and apportioned for the purposes and in the [illegible] as follows, to wit:—

Item 1. To the several school sections nine hundred and thirty-eight thousand five hundred dollars, as follows:—
First Section, forty-nine thousand dollars;
Second Section, thirty-five thousand dollars;
Third Section, thirty thousand dollars;
Fourth Section, thirty-one thousand dollars;
Fifth Section, sixty thousand dollars;
Sixth Section, thirty thousand dollars;
Seventh Section, fifty-three thousand dollars;
Eighth Section, fifty-three thousand dollars;
Ninth Section, forty thousand dollars;
Tenth Section, twenty-five thousand dollars;
Eleventh Section, thirty-eight thousand five hundred dollars;
Twelfth Section, thirty-four thousand dollars;
Thirteenth Section, thirty-eight thousand dollars;
Fourteenth Section, fifty thousand dollars;
Fifteenth Section, twenty-five thousand dollars;
Sixteenth Section, twenty thousand dollars;
Seventeenth Section, fifty-five thousand dollars;
Eighteenth Section, thirty-five thousand dollars;
Nineteenth Section, twenty-five thousand dollars;
Twentieth Section, seventy-five thousand dollars;
Twenty-first Section, twenty thousand dollars;
Twenty-second Section, eleven thousand dollars;
Twenty-third Section, [illegible] thousand dollars;
Twenty-fourth Section, [illegible] thousand dollars;
Twenty-fifth Section, twenty-three thousand dollars;
Twenty-sixth Section, twenty thousand dollars.

Item 2. To reimburse the City Treasury, for appropriations already made, chargeable to this loan, forty-one thousand five hundred and eight dollars.

Item 3. For contingencies, fifteen thousand five hundred and ninety-two dollars.

Section 3. Whenever any loan shall be made by virtue hereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued, shall be appropriated quarterly out of said income and taxes, to a sinking fund, which fund and its accumulations are hereby specially pledged for the redemption and payment of said certificates.

RESOLUTION
TO PUBLISH A LOAN BILL
FOR PUBLIC SCHOOLS.

Resolved, That the Clerk be authorized to publish in two daily newspapers of this city daily for four weeks, the ordinance presented to Common Council on Thursday, June 30, 1864, entitled
"AN ORDINANCE
TO AUTHORIZE A LOAN FOR SCHOOL PURPOSES."
And the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. jy9-4w

RAILROAD LINES.

1864. CAMDEN AND ATLANTIC RAILROAD. 1864.
SUMMER ARRANGEMENT.
THROUGH IN TWO HOURS!!!
Four trains daily to Atlantic City.
On and after MONDAY, July 4, trains leave Vine street Ferry as follows:—
Mail, 7·30 A. M.
Freight, with passenger car attached, 9·15 A. M.
Express (through in 2 hours) 2·00 P. M.
Atlantic Accommodation, 3·15 P. M.
Junction Accommodation, 5·30 P. M.
RETURNING LEAVES ATLANTIC,
Accommodation (Atlantic) 5·48 A. M.
Express, 7·48 A. M.
Freight 11·56 A. M.
Mail, 4·48 P. M.
Junction Accommodation, 6·22 A. M.
Fare to Atlantic, $2·00. Round Trip Tickets (good only for the day and train on which they are issued) $3·00.
EXTRA HADDONFIELD TRAINS,
Leave Vine street 10·15 A. M. and 1·00 P. M.
Leave Haddonfield 1·45 P. M. and 2·45 P. M.
ON SUNDAYS
Mail train for Atlantic leaves Vine street 7·30 A. M.
Leaves Atlantic 4·48 P. M.
JOHN G. BRYANT, Agent.
je30-tf
The bar which was made last year has entirely disappeared, leaving the beach one of the most delightful on the coast.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, EASTON, MAUCH CHUNK, HAZLETON, WILKESBARRE, WILLIAMSPORT.
SUMMER ARRANGEMENT.
ADDITIONAL TRAINS.
On and after MONDAY, June 13, 1864, Passenger Trains will leave the new Depot, THIRD Street, above Thompson street, Philadelphia, daily (Sundays excepted), as follows:—
7 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Williamsport.
9·15 A. M. (Accommodation) for Doylestown.
10·15 A. M. (Accommodation) for Fort Washington.
3 P. M. (Accommodation) for Doylestown.
3·45 P. M. (Express) for Bethlehem, Easton, &c.
4·15 P. M. (Mail) for Doylestown.
5·15 P. M. (Accommodation) for Bethlehem, Allentown, and Mauch Chunk.
6·45 P. M. (Accommodation) for Lansdale.
11 P. M. (Accommodation) for Fort Washington.
TRAINS FOR PHILADELPHIA
Leave Bethlehem at 6·30 A. M., 9·33 A. M., and 6·02 P. M.
Doylestown at 6·40 A. M., 3·45 P. M., and 7 P. M.
Lansdale at 6 A. M.
Fort Washington at 11·25 A. M. and 2 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7·20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Hillman's Baggage Express will call for and deliver baggage at the depot. Orders may be left at No. 113 S. THIRD Street.
je13 ELLIS CLARK, Agent.

PHILADELPHIA AND TRENTON AND CAMDEN AND AMBOY RAILROAD COMPANIES.
NOTICE.
On and after MONDAY, January 4, 1864, the Trains for New York, leaving Kensington Depot, Philadelphia, at 2·12 A. M. (Night), and 2·30 P. M., and the trains leaving New York at 6 A. M. and 2·30 P. M., will hereafter be run exclusively for the United States Mails and New York and Washington Passengers, and will not take in nor let out any passengers between said cities.
The 10 A. M. and 12 Midnight Lines from New York to Washington, and the 11 A. M. and 5 P. M. Lines from Washington to New York, will continue as at present, and can carry passengers to and from the intermediate stations and Baltimore, Washington, and New York.
ARRANGEMENTS BETWEEN PHILADELPHIA AND NEW YORK.
Lines leave Philadelphia, from Kensington Depot, at 11·15 A. M., 4·30 & 6·45 P. M. and 12·30 and 1·30, and from Walnut Street Wharf via Camden, at 6 and 8 A. M., 12 M., 2 and 6 P. M. for New York.
And leave New York, from foot of Courtlandt street, at 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and 12 midnight, and from foot of Barclay street at 6 A. M. and 2 P. M.
ja5-tf WM. A. GATZMER, Agent.

SHIPPING.

STEAM WEEKLY TO LIVERPOOL, touching at Queenstown (Cork Harbor.)—The well-known steamers of the Liverpool, New York, and Philadelphia Steamship Company are intended to sail as follows:—
ETNA, Saturday, July 23.
KANGAROO, Saturday, July 30th.
CITY OF WASHINGTON, Saturday, August 6th.
And every succeeding Saturday, at noon, from Pier No. 44 North River.
RATES OF PASSAGE
Payable in Gold, or its equivalent in Currency:—
First Cabin ....$80·00 Steerage ....$32·50
First Cabin to London 85·00 Steerage to London ... 35·00
First Cabin to Paris ... 95·00 Steerage to Paris ..... 40·00
First Cabin to Hamburg 90·00 Steerage to Hamburg .. 37·00
Passengers also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
Fares from Liverpool or Queenstown:—First Cabin, $75, $85, $105. Steerage from Liverpool and Queenstown, $35. Those who wish to send for their friends can buy tickets here at these rates.
For further information apply at the Company's offices.
JOHN G. DALE, Agent,
No. 111 WALNUT Street, Philadelphia.

BOSTON AND PHILADELPHIA Steam-Ship Line, sailing from each port on SATURDAYS, from first Wharf above PINE Street, Philadelphia, and Long Wharf, Boston. From first wharf above PINE street on Saturday, July 16, 1864.
The steamship NORMAN, Baker, will sail from Philadelphia for Boston, on Saturday, July 23, at 10 o'clock A. M.; and the steamship SAXON, Matthews, from Boston for Philadelphia on same day, at 4 P. M.
These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.
Insurances effected at one-half the premium charged on sail vessels.
Freights taken at fair rates.
Shippers are requested to send Slip Receipts and Bills Lading with their goods.
For Freight or Passage (having fine accommodations) apply to HENRY WINSOR & CO.,
ja4-tf No. 332 S. DELAWARE Avenue.

FOR CALIFORNIA VIA PANAMA Railroad.—The elegant new steamship GOLDEN RULE, will leave
ON WEDNESDAY, July 27, at noon.
Lowest rates of passage through from Philadelphia to San Francisco.
Apply to W. A. HAMILL,
Agent,
jy16 1m* No. 217 WALNUT Street.

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M. and 5 o'clock P. M., from third pier above Walnut street.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 132 S. DELAWARE Avenue.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
CHANGE OF HOURS.
On and after SUNDAY, June 19, 1864.
Passenger trains leave Philadelphia for
Baltimore at 4·30 (Express, Mondays excepted), 8·05 A. M., 12 M., 2·40 and 10·30 P. M.
Chester at 8·05, 11·35 A. M., 1·36, 2·30, 4·30, 6·00 and 11·00 P. M.
Wilmington at 4·30 (Mondays excepted), 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·00 10·30 and 11·00 P. M.
New Castle at 8·05 A. M. and 4·30 P. M.
Dover at 8·05 A. M. and 4·30 P. M.
Milford at 8·05 A. M.
Salisbury at 8·05 A. M.
TRAINS FOR PHILADELPHIA.
Leave Baltimore at 8·45, 9·30 A. M., (Express), 1·10, 5·25 and 10·25 P. M.
Wilmington at 1·45, 6·45, 9 A. M., 12·24, 1, 1·45, 4·00, 4·33, 7·36 and 9·10 P. M.
Salisbury at 1·00 P. M.
Milford at 3·35 P. M.
Dover at 6·30 A. M. and 4·55 P. M.
New Castle at 8·30 A. M. and 6·35 P. M.
Chester at 7·45, 9·40 A. M., 1·00, 2·29, 4·40, 5·00, 8·14, 9·40 P. M.
Leave Baltimore for Salisbury and intermediate stations at 10·25 P. M.
Leave Baltimore for Dover and intermediate stations at 1·10 P. M.
TRAINS FOR BALTIMORE.
Leave Chester at 8·40 A. M., 3 and 11·35 P. M.
Leave Wilmington at 2·50, 9·25 A. M., 3·35 and 11·42 P. M.
Freight Trains, with Passenger Car attached, will run as follows:—
Leave Wilmington for Perryville and intermediate places at 7·45 P. M.
SUNDAYS:—Only at 4·30 A. M., 10·30 P. M., from Philadelphia to Baltimore.
From Philadelphia to Wilmington at 4·30 A. M., 10·30 and 11·00 P. M.
From Wilmington to Philadelphia at 1·45 A. M. and 7·30 P. M. Only at 10·25 P. M. from Baltimore to Philadelphia.
ja4 H. F. KENNEY, Superintendent.

ARRANGEMENTS OF NEW YORK LINES. 1864.
The Camden and Amboy and Philadelphia and Trenton Railroad Companies' Lines from Philadelphia to New York and Way Places
FROM WALNUT STREET WHARF.
Will leave as follows, viz:— FARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation .... $2·25
At 8 A. M., via Camden and Jersey City, Morning Express .... 3·00
At 8 A. M., via Camden and Jersey City, 2d Class Ticket .... 2·25
At 12 M., via Camden and Amboy, C. and A. Accommodation .... 2·25
At 2 P. M., via Camden and Amboy, C. and A. Express .... 3·00
At 3 P. M., via Camden and Amboy, Accommodation (Freight and Passenger) .... 1·75
At 6 P. M., via Camden and Amboy, Accommodation (Freight and Passenger), 1st Class Ticket .... 2·25
2d Class do .... 1·50
At 7½ P. M., via Camden and Amboy Accommodation (Freight and Passenger), 1st Class Ticket .... 2·25
2d Class do .... 1·50
For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, 5 P. M.
For Mount Holly, Evansville, and Pemberton, at 6 A. M., 2 and 5 P. M.
For Freehold at 6 A. M. and 2 P. M.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3·30, 5 and 6 P. M. The 3·30 and 5 P. M. lines run direct through to Trenton.
For Palmyra, Riverton, Delanco, Beverly and Burlington at 7 P. M.
Steamboat Trenton, for Bristol, Burlington, Beverly, Torresdale and Tacony, at 9·30 A. M. and 2·30 P. M.
LINES FROM KENSINGTON DEPOT
Will leave as follows:—
At 4 A. M. (night) via Kensington and New York, Washington and New York Mail .... $2·25
At 11·15 A. M., via Kensington and Jersey City Express .... 3·00
At 4·30 P. M. via Kensington and Jersey City Express .... 3·00
At 6·45 P. M. via Kensington and Jersey City, Washington and New York Express .... 3·00
Sunday lines leave at 4 A. M. and 6·45 P. M.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7·15 A. M. This line connects with the train leaving Easton for Mauch Chunk at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, at 5 P. M.
For Bristol, Trenton, &c., at 7·15 and 11·15 A. M., and 5 P. M.
For Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, at 9 A. M., 5, 5·45 and 8 P. M. The 9 A. M. Line runs to Bristol.
For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each Train, run from the Depot.
Fifty pounds of baggage only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street. WM. H. GATZMER, Agent.
June 20, 1864.
LINES FROM NEW YORK FOR PHILADELPHIA WILL LEAVE
From foot of Courtland street at 12 M., and 4 P. M., via Jersey City and Camden; at 7 and 10 A. M., 6 P. M., and 12 (Night) via Jersey City and Kensington.
From foot of Barclay street, at 6 A. M. and 2 P. M., via Amboy and Camden.
From Pier No. 1, North River, at 12 M., 4 and 8 P. M. (Freight and Passengers) via Amboy and Camden.

FREIGHT LINES FOR NEW York and all the stations on the Camden and Amboy and connecting Railroads
INCREASED DESPATCH.
The Camden and Amboy Railroad and Transportation Company's Freight Lines for New York will leave Walnut street wharf, on and after January 5, daily (Sundays excepted), at 4 o'clock P. M.
Returning, the above Lines will leave New York at 1 and 4 P. M.
Freight must be delivered before 3¼ P. M., to be forwarded the same day.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 12½ o'clock P. M. Small packages for Mount Holly received up to 2 o'clock P. M.
The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad. The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods, or no receipt will be given.
Increased facilities having been made for the transportation of LIVE STOCK drovers are invited to try this route.
When stock is furnished in quantities of TWO CAR LOADS or more, it will be delivered at the foot of Fortieth street, near the Drove Yards, or at Pier No. 1, North River, as the shippers may designate at the time of the shipment. WALTER FREEMAN, Freight Agent,
No. 228 S. Delaware avenue, Philadelphia.
GEO. B. RAYMOND, Freight Agent,
ja5-tf Pier No. 1, North River, New York.

READING RAILROAD.
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,
AND
NORTH, NORTHWEST, AND THE CANADAS.
PASSENGER TRAINS
Leave the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING MAIL.
At 8·15 A. M., for Reading, Lebanon, Ephrata, Lititz, Columbia, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.
The train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., the Lebanon and Columbia Railroad trains for Ephrata, Lititz, and Columbia, and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with "Northern Central," "Cumberland Valley," and "Schuylkill and Susquehanna" trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS
Leaves Philadelphia at 3·30 P. M., for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central Railroad trains for Pittsburg, &c., Northern Central Railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c.
READING ACCOMMODATION.
Leaves Reading at 6·30 A. M., stopping at all way stations; arriving in Philadelphia at 9·15 A. M.
Returning, leaves Philadelphia at 5·00 P. M.; arrives in Reading at 8·05 P. M.
Trains for Philadelphia leave Harrisburg at 8 A. M., and Pottsville at 9·15 A. M., arriving in Philadelphia at 1·30 P. M. Afternoon trains leave Harrisburg at 2 P. M., Pottsville at 2·45 P. M., arriving in Philadelphia at 7 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 1 P. M., for Reading, and all way stations; leaves Reading at 11·30 A. M., and Downingtown at 12·30 P. M., for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday train leaves Pottsville at 7·30 A. M., and Philadelphia at 3·15 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 8·15 A. M. and 5 P. M. trains from Philadelphia, returning from Downingtown at 6·10 A. M., and 12·30 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 7 P. M., passing Reading at 12 midnight, and connecting at Harrisburg with Pennsylvania Railroad Express trains for Pittsburg.
Returning Express train leaves Harrisburg on arrival of the Pennsylvania Express from Pittsburg at 2·30 A. M., passing Reading at 4·15 A. M., and arriving at New York at 1·15 P. M. Sleeping Cars accompany these trains through between Jersey City and Pittsburg, without change.
Mail trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg leave New York at 6 A. M. and 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7·15 A. M. and 3·30 P. M., returning from Tamaqua at 8·10 A. M. and 1·35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 7·45 A. M. for Pinegrove and Harrisburg, and at 1·20 and 7·10 P. M. for Pinegrove only; returning from Harrisburg at 1·30 P. M., and from Pinegrove at 8·10 A. M., and 1 and 5 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading.
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS
Good for 2000 miles, between all points, at $45·00 each, for families and firms.
SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points, from the Company's new freight depot, BROAD and Willow streets.
FREIGHT TRAINS
Leave Philadelphia daily at 5 A. M., 1 P. M., and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. 1864.
THE GREAT DOUBLE TRACK SHORE ROUTE TO THE WEST, NORTHWEST, AND SOUTHWEST.
Equipments and facilities for the safe, speedy, and comfortable transportation of passengers, unsurpassed by any route in the country.
Trains leave the Depot at ELEVENTH and MARKET Streets, as follows:—
Mail Train at .... 7·25 A. M.
Fast Line at .... 11·20 A. M.
Through Express at .... 10·30 P. M.
Parkesburg Train, No. 1, at .... 10·00 A. M.
Parkesburg Train, No. 2, at .... [illegible] P. M.
Harrisburg Accommodation at .... [illegible] P. M.
Lancaster Train at .... 4·00 P. M.
Paoli Accommodation (leaves West Phila.) at 8·00 P. M.
The Mail Passengers by the Fast Line reach Altoona for supper, where will be found excellent accommodations for the night at the Logan House, and in the morning may take either the Philadelphia or Baltimore Express, each of which makes connections at Pittsburg for all points. A daylight view is thus afforded of the entire line and its magnificent scenery.
The Through Express Train runs daily; all the other trains daily, except Sunday.
FOR PITTSBURG AND THE WEST.
The Mail Train, Fast Line, and Through Express connect at Pittsburg with through trains on all diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri Rivers and South and Southwest to all points accessible by railroad. Through Tickets to Cleveland, Detroit, Chicago, St. Paul, Columbus, Indianapolis, St. Louis, Leavenworth, Kansas, Wheeling, Dayton, Cincinnati, Louisville, Cairo, and all other principal points, and baggage checked through.
INDIANA BRANCH RAILROAD.
The Through Express, leaving at 10·30 P. M., connects at Blairsville Intersection with a train on this road for Blairsville, Indiana, &c.
EBENSBURG AND CRESSON BRANCH RAILROAD.
The Through Express train, leaving at 10·30 P. M., connects at Cresson, at 10·40 A. M., with a train on the same for Ebensburg. A train also leaves Cresson for Ebensburg at 8·45 P. M.
HOLLIDAYSBURG BRANCH ROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Altoona with trains for Hollidaysburg at 7·55 P. M. and 9 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Tyrone with a train for Sandy Ridge and Phillipsburg, and by Bald Eagle Valley Railroad for Port Matilda, Milesburg, and Bellefonte.
HUNTINGDON AND BROAD TOP RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Huntingdon with a train for Hopewell and Bloody Run at 6·58 A. M.
NORTHERN CENTRAL AND PHILADELPHIA AND ERIE RAILROADS.
For Sunbury, Williamsport, Lock Haven, Elmira, Rochester, Buffalo, and Niagara Falls, passengers taking the Mail Train at 7·25 A. M., and the Through Express at 10·30 P. M., daily except Sundays, go directly through without change of cars between Philadelphia and Williamsport.
For YORK, HANOVER, and GETTYSBURG, the trains leaving at 8 A. M. and 2·30 P. M., connect at Columbia with trains on the Northern Central Railroad.
CUMBERLAND VALLEY RAILROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Harrisburg with trains for Carlisle, Chambersburg, and Hagerstown.
WAYNESBURG BRANCH RAILROAD.
The trains leaving at 7·25 A. M. and 2·30 P. M., connect at Downingtown with train on this road to Waynesburg and all intermediate stations.
For further information apply at the Passenger Station S. E. corner of ELEVENTH and MARKET Streets.
JAMES COWDEN, Ticket Agent.
COMMUTATION TICKETS.
For 1, 3, 6, 9, or 12 months, at very low rates, for the accommodation of persons living out of town, or located on or near the line of the road.
COUPON TICKETS.
For 26 trips between any two points, at about two cents per mile. These tickets are intended for the use of families travelling frequently, and are of great advantage to persons making occasional trips.
SCHOOL TICKETS.
For one or three months, for the use of scholars attending school in the city.
WESTERN EMIGRATION.
An Emigrant Accommodation train leaves No. [illegible] Dock street daily (Sundays excepted), at 4 o'clock P. M., offering a comfortable mode of travel to families going West, at one-half the usual rate of fare. Particular attention is paid to baggage, for which checks are given, and baggage forwarded by the same train with passenger.
For full information apply to
FRANCIS FUNK, Emigrant Agent,
No. 137 DOCK Street.
MANN'S BAGGAGE EXPRESS.
An agent of this reliable Express Company will pass through each train before reaching the depot, and take up checks and deliver baggage to any part of the city. Baggage will be called for promptly when orders are left at the Passenger Depot, Eleventh and Market streets. The travelling public are assured that it is entirely responsible.
FREIGHTS.
By this route freights of all descriptions can be forwarded to and from any points on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa, or Missouri, by railroad direct, or to any point on the navigable waters of the West by steamers from Pittsburg.
The rates of freight to and from any point in the West by the Pennsylvania Central Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers entrusting the transportation of their freight to this Company can rely with confidence on its speedy transit.
For freight contracts or shipping directions, apply to or address the Agents of the Company:—
S. B. KINGSTON, Jr., of Philadelphia.
D. A. STEWART, Pittsburg.
CLARK & CO., Chicago.
LEECH & CO., No. 1 Astor House, or No. 1 S. William street, New York.
LEECH & CO., No. 77 Washington street, Boston.
WILLIAM BROWN, No. 80 North street, Baltimore, Agent Northern Central Railway.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
ENOCH LEWIS,
General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE
On and after MONDAY, May 16, 1864, until further notice.
FOR GERMANTOWN
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7·20, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11, and 12 P. M.
The 8·20 down, and the 3½ and 5¾ trains up, do not stop on the Germantown Branch.
CHESNUT HILL RAILROAD.
Leave Philadelphia, 6, 8, 10, 12 A. M.; 2, 3½, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill, 7·10, 8, 9·40, 11·40 A. M.; 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8·35, 11·05 A. M.; 1½, 3, 4¾, 6¾, 8·05 and 11½ P. M.
Leave Norristown, 5½, 7, 7·50, 9 and 11 A. M.; 1½, 4, 6½, and 9 P. M.
The 6¾ train up will stop at Wissahickon, Manayunk and Conshohocken only.
FOR MANAYUNK.
Leave Philadelphia, 6, 8·35, 11·05 A. M., 1½, 3, 4¾, 6¾, 8·05 and 11½ P. M.
Leave Manayunk, 6¼, 7½, 8·20, 9½, 11½ A. M., 2, [illegible] and 9½ P. M.
H. K. SMITH, General Superintendent,
my31 Depot, NINTH and GREEN Streets.

WEST JERSEY RAILROAD LINES.—Commencing MONDAY, [illegible] 20, 1864, from WALNUT Street Wharf.
FOR CAPE MAY,
At 6 and 10 A. M. and at 4·30 P. M.
For Salem and Bridgeton, at 9 A. M. and 4 P. M.
For Glassboro, at 6, 9, and 10 A. M., and 4 and 4·30 P. M.
For Woodbury, Gloucester, &c., at 6 and 9 A. M., 12 M., and 4 and 6 P. M.
RETURNING TRAINS LEAVE
Cape May at 6 and 11·45 A. M., and 5·10 P. M.
Millville at 7·40 A. M., and 1·22 and 6·30 P. M.
Salem at 6 A. M. and 1·15 P. M.
Bridgeton at 6·15 A. M., 1·30 P. M.
Glassboro at 7·10 and 8·05 A. M., 2·23, 3·50 and 7·50 P. M.
Woodbury at 7, 7·40 and 8·34 A. M., and 2·50, 3·29, 5·00, 8·12 P. M.
THE WEST JERSEY EXPRESS COMPANY, Office No. 5 WALNUT Street, will call for and deliver baggage, and attend to all the usual branches of Express business. Heavy Articles taken by 6 A. M. lines and must be sent to the office the evening previous. Perishable articles by this line must be sent before 3 P. M. A special messenger accompanies each train.
my31 J. VAN RENSSELAER, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the Trains will leave as follows:—
Leave Philadelphia, from the Depot, corner of THIRTY-FIRST and MARKET Streets, 8 A. M., 11·05 A. M., 2·30 P. M., 4·30 P. M., 6·45 P. M.
Philadelphia Depot changed from EIGHTEENTH and MARKET Streets, to THIRTY-FIRST and MARKET Streets.
Leave West Chester, from the Depot, on East MARKET Street, 6·25 A. M., 7·45 A. M., 11 A. M., 2 P. M., 4·45 P. M.
The cars of the West Philadelphia Passenger Railway Company (Market street) will convey Passengers to and from the Philadelphia Depot.
ON SUNDAYS.
Leave Philadelphia at 8·30 A. M. and 2·30 P. M.
Leave West Chester at 8 A. M. and 4·30 P. M.
Trains leaving Philadelphia at 8 A. M. and 4·30 P. M., and West Chester at 7·45 A. M. and 4·45 P. M., connect with trains on the Philadelphia and Baltimore Central Railroad for Oxford and intermediate points.
ja8-tf HENRY WOOD, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD. 1864.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie on Lake Erie.
It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.
It is now in use for Passenger and Freight business from Harrisburg to Emporium (195 miles) on the Eastern Division, and from Sheffield to Erie (78 miles), on the Western Division.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Mail Train leaves .... [illegible]
Express Train leaves .... [illegible]
Cars run through without change both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.
Elegant Sleeping Cars on the Express Train both ways.
For information respecting Passenger business, apply at the S. E. corner of Eleventh and Market streets.
And for Freight business of the Company's Agents,
S. B. Kingston, Jr., corner Sixteenth and Market streets, Philadelphia.
J. W. Reynolds, Erie.
J. M. Drill, Agent, N. C. R. R., Baltimore.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
ja1-tf General Manager, Williamsport.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, OPEN TO OXFORD—SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the trains will run as follows:—

LEAVE EASTWARD.	A. M.	P. M.	LEAVE WESTWARD.	A. M.
STATIONS.			STATIONS.	
Oxford	5·50	3·25	Philadelphia	8·00
West Grove	6·37	3·52	West Chester	7·45
Avondale	7·05	4·04	W. C. Junction	9·03
Kennett	7·26	4·17	Concord	9·23
Chadd's Ford	7·42	4·41	Chadd's Ford	9·41
Concord	8·00	5·00	Kennett	10·05
W. C. Junction	8·15	5·15	Avondale	10·21
Philadelphia	9·22	6·26	West Grove	10·29
West Chester	9·33	6·10	Oxford	10·58

Passenger Depot in Philadelphia has been changed from Eighteenth and Market streets, to THIRTY-FIRST and MARKET Streets, West Philadelphia. Market Street Passenger Railway Cars convey Passengers to and from the Depot.
Passengers go through without change of cars.
ja4 HENRY WOOD, Superintendent.

SALEM RAILROAD COMPANY.—Running time of Trains commencing FRIDAY, January 1, 1864:—
From Walnut Street Wharf at 9 A. M., 3 and 4 P. M.; freight 12 M. Returning, leave Salem at 4 A. M., 12 M., 1·10 P. M. Freight daily each way. Apply to MORTON MILLS, Agent,
Second Covered Pier above WALNUT Street.
S. DELAWARE Avenue.
ja4-tf J. VAN RENSSELAER, Superintendent.